



April 2020 Marina Villa Igiea Palermo

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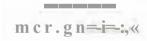




















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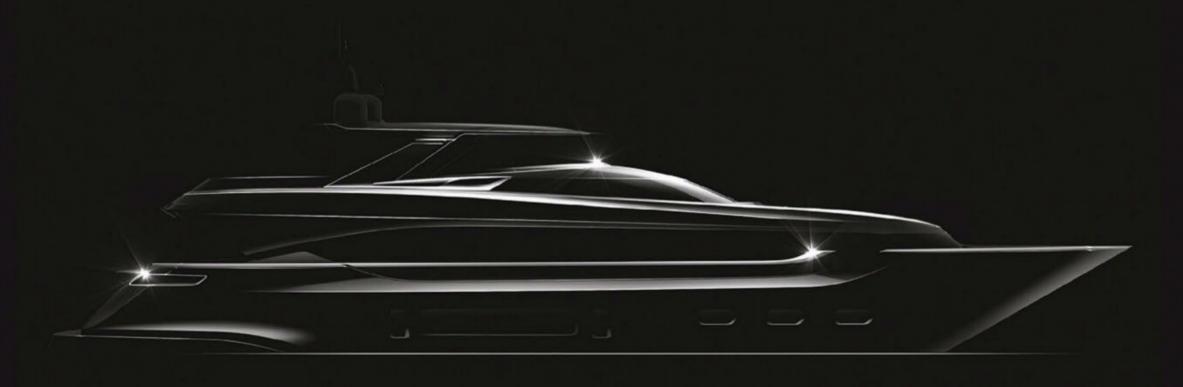




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new MAIORA 30 summer 2019



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PERMARE



NEWS

AMER 120

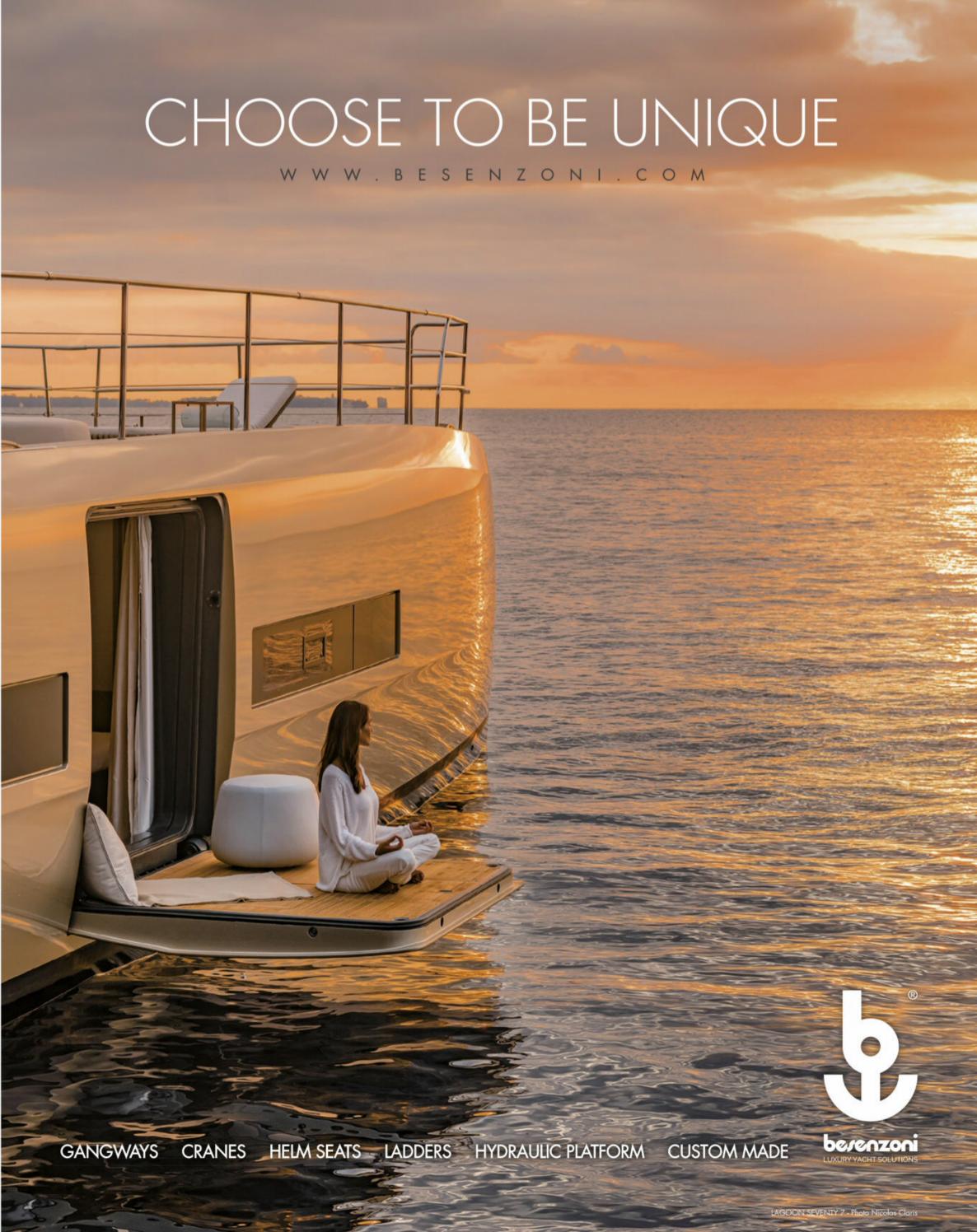
The new Amer 120 model was presented in the course of Cantiere Permare's 47th anniversary celebrations. The launch date is yet to â finalized although it has âen scheduled for 2021. Following the 120, Amer's 136 is the next in line for construction while the new Amer 120 will â the fleet's flag ship which is currently the Amer Cento Quad. The new 120 will â equipped with four propelling Volvo Penta IPS engines. The first rendering shows how the new model takes after the Cento in terms of design styling even if several elements differ in that they have âen enriched with tinted cut glass panels.



Most probably the Amer 120 will â equipped with most of the latest eco-friendly "green "technical solutions already introduced and installed in Permare's motor yachts including cork tread on, and walk about surface areas added on to the hull built with 100% recyclable, Filava enriched basaltic mineral fibres.

For further information: Permare; via del Castillo 17 - Portosole, 18038 Sanremo (IM); tel. +39 0184 504050, fax +30 0184 504052;

www.ameryachts.it – www.gruppopermare.it – info@gruppopermare.it



DOMINATOR YACHTS

NEWS

42 M ILUMEN

Dominator Yachts has recently announced the aginning of construction work on a new flag ship ordered by a German owner during a party held to celebrate the company's 20th anniversary. It's a 42 metre M/Y, an Ilumen Superyacht. This three decker superyacht will â named Peppermint and is the result of modern technology's software programmes. FEM analyses were widely exploited for this 42 metre so as to develop an advanced structural layout capable of guaranteeing wanted parameters in terms of sturdiness and on board safety thanks also to an extensive use of vacuum bagged technology and carbon fibre deployed in the same way on Dominator Yachts' preceding 28 metre. The hull shape was obtained by scrupulous hydro-dynamic studied by using a combination of mathematic algorithms and CFD simulations so as to optimize the yacht's ahaviour while cruising in calm waters and in rough seas while containing fuel consumption.

The starting point remains the same we're looking at an HPH

(High Performance Hull) which we've already seen performing on the 28 metre featuring a well determined chine with a bulbous blade like keel in the bow area to improve set up when cruising in semi displacement or semi planing modes so as to âst dampen pitch and roll while guaranteeing high standards of comfort and on board safety. In exactly the same way as on the 28 metre, this 42 metre will also â offered with displacing or semi displacing hulls. In the first case the preliminary top speed declared is of 11 knots with a range of 5,900 nm. In the second case preliminary top speed is in the order of 19.5 knots with a range of about 4,500 nm.

Circling back to the materials used, this Austrian shipyard has privileged vacuum bagged carbon and sandwich after having analyzed all the data available. This indicated higher, more efficient sound proofing and after thermal isolation while fully exploiting enhanced robustness and lighter weight and to deliver more voluminous areas while maintaining a correct





distribution of the weights involved.

Angela Pernsteiner, CEO at Dominator Yachts commented as follows: "We've âen building up our brand around quality, relentless attention to detail and giving our clients the yacht of their dreams".

The owner's requests played a fundamental role in Peppermint's project design phase."He wanted each area to represent different Countries and Continents" said Pernsteiner. "

For instance, the fly-bridge, has a Middle Eastern theme with subdued colours, a relaxing ambience and even a hookah

lounge – as well as a traditional bar. Imagine a soothing cafe in Marrakech, and you get the idea and feel the viâ".

The upper deck is dedicated to well âing, a lifestyle and has an Asian feel about it similar to India or Thailand. It sports a Yoga studio or workout room with Technogym gear, therapeutic massages, a smoothie bar with detox drinks, as well



Dominator Yachts



42 M llumen

as vast window like ports guaranteeing ample views of the ocean.

Outside along the upper deck, sun pads on which to relax and enjoy the sun, contour a Jacuzzi tub.

The bow area along the main deck is taken up by the master suite, where the Manhattan themed owner's area, thanks to its unmistakable loft styling, that matches it while at the mere push of a button the loft type ceiling slowly retracts to reveal an appreciable night sky. The Master suite also sports a lovely cut glass shower unit with ocean view, a separate bathroom, a walk in wardroâ, including a study and private office which leads up to a dedicated terrace and to the Jacuzzi tub situated along the main deck. The shared areas which extend astern toward the cockpit on the main deck recall a European decor with precious works of contemporary art coming from the galleries in Milan. The spaces here are versatile and large, hosting a dining table with a seating capacity of twelve which can double as conference table when needed, a screen and projector which is hidden away ahind one of the large paintings which add character to the area.

Below decks, Peppermint reveals four guest suites, each with a name of a North American State, the crew's quarters instead take after Antarctica. The âach club's Australian theme directly accesses the bathing platform in the stern including a botanic wall garden.

For further information: Dominator Ilumen; Egertastrasse 2, 9490 Vaduz, Liechtenstein; tel. +423 2300530; www.dominatoryachts.com – info@dominator.li

TECHNICAL DATA

DISPLACEMENT (SEMIDISPLACEMENT)

LOA: 42.20 m – LWL: 40.40 m – Beam: 8.80 m – Draught: 2.60 m – Displacement: 300 tons – Fuel tank capacity: 61,000 litres, 54,000 litres – Water tank capacity: 8,000 litres – Engines: 2×1,550 HP Man V12 (2×2.600 HP MTU 16V2000M96L) – Top speed declared: 15.5 knots (19.5 knots) – Recommended cruising speed: 12.5 knots (14 knots) – Econ speed: 11 knots – Range @ 11 knots: 5,900 nm (4,500 nm) – Classification: RINA Commercial + MCA REG Yacht Code – Hull Malta Cross MACHYch Unrestricted Navigation – Ocean.







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NEWS

EXPLORER

Pedro Egea, founder of a Spanish sales and brokerage firm is an experienced seaman with plenty of sea miles under his âlt. He attempted to âat the Atlantic crossing record with a fast motor yacht. Pedro Egea has recently drawn up project design work on Licia C2 Explorer a 24 metre long catamaran devised for blue water cruising. Darnet Design contributed with the interior decor, Notilus Design oversaw naval architecture, with Licia Yachts handling the exterior styling project as well. A pair of Cummins QSMII 705 HP engines can propel the yacht to a top speed of 20 knots with a range of 4,000 nautical miles at 8.5 knots which is enough to cross oceans with. The hull and structural parts are built in GRP and epoxy in addition to Kevlar and Aramid capping deployed as stiffeners and to add robustness even in heavy weather sailing





conditions.

Licia C24 offers 175 square metres of liveable interior space and a surface area of 190 square metres out in the open in which to relax during long crossings. Separate passages allow the crew to go about their work without interfering with guests' privacy. In fact guests can walk from the helm controls station to their night quarters along an AC/DC installation situated in a covered way placed into the starboard hull thus by passing the main deck's shared areas. The modern interior decor offers a welcoming day living area which opens out onto the cockpit, a dining spot with bar cabinet and a lobby which lead off to the galley on port side. The main deck's bow area forward hosts the owner's quarters made up of a bathroom en suite and a walk in wardroâ cabin. Access to guest cabins is also ensured from the main living room area. The shipyard offers diverse layouts according to the numâr of guest and crew cabins as well as the positioning of both the main day living and dining areas.

For further information: Licia Yachts; Local 324 – Port Ginesta, 08860 Castelldefels (Barcelona), Spain; tel. +34 936652211; www.licia-catamaran.com

TECHNICAL DATA

LOA: 23.95 m- Beam: 9.85 m - Draught: 1.55 m - Displacement: 65.00 tons- Fuel tank capacity:

10,500 litres – Water tank capacity: 3,600 litres – Engines: 2x705 HP Cummins QSM11 – Top speed declared: 20 knots – Range @ 10.5 knots: 3,200 nm – Berths in version A: 8 in 4 cabins – Berths in version B: 10 in 5 cabins.





SEDNA YACHTS

NEWS

SEDNA 100

Brazilian group Sedna builds cruisers, fishing boats and hi- performance models. It debuted in the superyacht market with the Sedna 100 initialled by Italian Studio Marino Alfani Design.

So far the project design work for this yacht will â presented in the course of summer next. So far the project design work has taken all of three years starting in 2017 when the owner signed the contract, for a very sporty looking motor yacht as is the norm for this Sao Paulo shipyard. In the course of time however and considering the owner's requests, the project design was re-directed to âcome more of a cruiser. This translated into another deck privileging exterior spaces.

The final result turned out to â a modern yacht with well distributed volumes which streamline the yacht's silhouette also thanks to the wide body shape of the superstructure in the bow area.





As far as the layout's design work is concerned both the yard and Marino Alfani have devised two separate options, one for the Brazilian market and the other for the European one. The first of the two versions is destined to a Brazilian owner who requested a numâr of aesthetical and structural changes. This version offers an enhanced sense of continuity âtween the main living room area, galley and a specially designed 'ad hoc' cockpit. The owner's lodgings spread along the bow end along the main deck, while guests' accommodation is made up of three large doubles and three more cabins with twin âds situated along the lower deck. The second and third models currently on the negotiations' table are well underway. They'll â featuring among things diverse layouts and decor thanks to plenty of quality level made to measure solutions offered by the shipyard and by the Italian design studio. For further information: www.sednagroup.com.br





NEWS

100 YACHT

One of Sunseeker's latest 2020 models is the Sunseeker 100 Yacht, the new flag ship of the British shipyard's Yacht fleet comprises a flying bridge while maintaining high performance levels. This yacht is almost 30 metres long with an A, EC rating which falls within the 24 metre long limit featuring an awesome design normally found on considerably larger superyacht models. In addition to the design, which recalls the yard's latest styling seen in every line, what is most astonishing is the quality of the decor allow decks and in the distribution of the spaces. Furthermore what's still more impressive is the owner's full âam master suite situated in the bow area which is featured in all of the Sunseeker superyacht range. The shipyard's entry level to this category is the 116'Yacht measuring over 35 metres which sports a suite and office corner, a walk in wardroâ cabin, a private study and a bathroom. A large cut glass door sheds plenty of natural light onto a king size and by day and from nightfall to dawn reveals a lovely starlit sky while connecting the suite to a private terrace furnished with a sofa, low table and a chaise longue. From there, a walk around passage contouring the Raised Pilot House (RPH) leads off toward a furnished lounge with free standing chaises longues situated for-







Sunseeker



100 Yacht

ward of the sun deck, dining area, bar cabinet and helm controls station. Astern of this we come to the âach club and versatile X-TEND water craft and electrically reclining sun âdsand a BBQ as well as a garage in which to stow the yacht's tenders. As for the interiors these can â 'made to measure' with the finest of materials. The interiors offer a large open space with a living room, a dining facility, a separate galley and a day head along the main deck. Guests' cabins are situated along the lower deck, two are doubles and two are twins each with their own dedicated bathroom. The crew's quarters are independent and separated from the guests' along the same deck.

The first Sunseeker 100 Yacht will â launched in the autumn season of 2021. It can â powered by a pair of MTU engines delivering up to 5,280 HP which is enough to propel this one hundred tonner up to 28 knots.

For further information www.sunseeker.com



LOA: 29.80 m – Beam: 6.90 m – Draught: 2.00 m – Displacement: 99.70 tons – Water tank capacity: 1,825 litres – Fuel tank capacity: 12,800 litres – Engines: max 5,280 HP MTU – Top speed declared: 28 knots – Range: 1,300 nm.







OCEAN KING 130'



EXPLORER & EXPEDITION YACHTS FROM 88' TO 150' MADE IN ITALY







DUCALE 88 DUCALE 108 CLASSIC 88





CROSSOVER 27





The word Crossover as in the automotive industry is deployed to signify those vehicles that are halfway between SUVs – better if equipped with four wheel drives – and normal cars. As for Lynx shipyard the word Crossover is well suited to underscore the qualities of the new range of yachts. The first unit is this new 27 metre. In fact the new model is clearly half way between Adventure 29 a comfortable cruiser and the YXT 24 shadow vessel Evolution from which the Crossover captures several salient features to offer unprecedented cruising experience.

The Crossover features the same liveability standards from the Adventure 29 sporting refined taste combined with top quality precious materials and a large master cabin, two guest cabins and crew quarters with accom-

ble surface area of about seventy square metres on which to place sun bathing gear to share with visiting guests. The Crossover 27 is capable of reaching an estimated top speed of 14 knots with a pair of C12 850 HP Caterpillar engines, with a recommended cruising speed of 12.5 knots. At ten knots this yacht can for 1,800 nautical miles. Both hull and superstructure are in steel.

The project design work for this model and probably for the ones to come, Diana Yacht Design, Bernd Weel Design and Franck Darnet Design have been invited to deal with the naval architecture, the exterior styling and the interior decor accordingly.

For further information: Lynx Yachts; Bellstraat 1-A, 3861 NP Nijkerk, The Netherlands; tel. +31 205708923;



modation for four as well as a bright living room area thanks to large cut glass sliding doors. From the second a YXT 24 the Crossover seizes the same size of the stern deck with which to fill loads of water toys. The first Crossover unit has already been sold and a crane will be installed onto this deck to launch and recover two Yamaha Wave Runners, a pair of jet ski situated along the sun deck in addition to an Air Nautique 21 as well as a five metre RIB installed onto the main deck. Proceeding forward towards the half deck there's plenty of space for much more gear, from a SUP to windsurf boards, from canoes to diving gear. Once all the water toys and gear has hit the water, the space on deck reveals an exploita-

www.lynxyachts.com - info@lynxyachts.com

TECHNICAL DATA

LOA: 27.40 m – LWL: 26.25 m – Beam: 7.10 m – Draught: 1.80 m – Displacement: 120.00 tons – Gross tonnage: 140 GT – Construction material: Steel – Engines: 2x850 HP Caterpillar C12.9 – Top speed declared: 14 knots–Recommended cruising speed: 12.5 knots – Econ cruising speed: 10 knots – Range @ 10 knots: 1,800 nm – Naval architecture: Diana Yacht Design – Exterior Design: Bernd Weel Design – Interior Design: Franck Darnet Design – Classification: RINA Pleasure Yacht Class C MC HULL • MACH; Y; Unrestricted Navigation.

SOUTHERN WIND SHIPYARD



SW CAT 90

Southern Wind Shipyard unveiled project design work of the SWCAT90 in the course of the latest Boot in Düsseldorf. This CAT is the first unit built at the South African-Italian shipyard in Cape Town where it is currently building some of the world's more appreciated ocean crossing, hi-performance sailing mono hulls on the market.

The interior and exterior project design work of the SWCAT90 was carried out by Nauta Design while the Berret- Racoupeau naval architecture study handled the architecture. The studio is well known internationally for having designed some of the most performing multi hulls currently sailing.

During the press conference held at the Boot, Sales director Andrea Micheli explained the reasons for choosing this new project. "We âgan by examining what a yachtsman expects of their yacht and identified four main requirements. Escape, or the desire to get away from everyday life. Performance, the thrill of true sailing and a connection with the sea. Comfort, the ability to explore the seas with friends

and family in privacy on a luxurious and reliable vessel. Importantly, these objectives must â achieved with an environmentally conscious approach, with reduced dependency on fossil fuels and more focus on well-âing. Our solution is to expand our range of offerings by multiplying what we do at âst, matching a wider range of needs by introducing the SWCAT90 = SWS2".

Massimo Gino from Nauta Design commented in reply: "with 17 Im2 of interior floor space, the SWCAT90 will feature vast saloon area of 45m2 with 360o panoramic views. The deck space, including the fly-bridge and two cockpits is an impressive 207m2, an increase of 50% from similarly sized mono hulls. With the SWCAT90 we transferred the full experience and expanded the contents in terms of layout, comfort and quality of the successful SWS yachts. In developing the interior and exterior layout we gave the same attention to the privacy and comfort of both guests and crew. The interior layout sees four guest cabins plus two or three crew cabins, with the crew quarters separated from





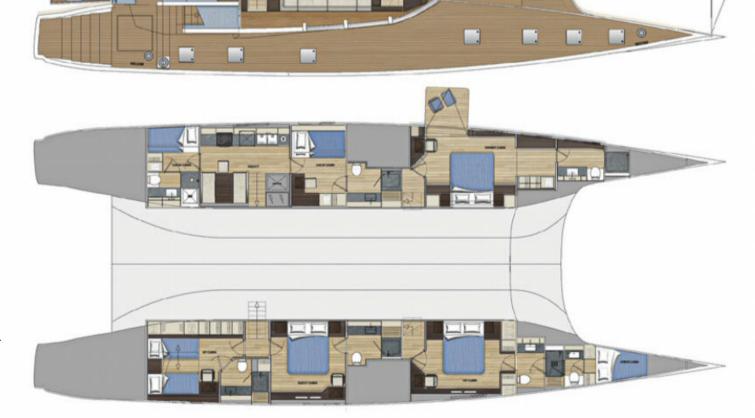
the luxury guest areas to allow for maximum privacy." Olivier Racoupeau descriâd the project's main features: "The design is based on our latest shapes in terms of efficiency by combining a maximum waterline length, moderate waterline âam and reduced wetted surface to strike the right balance âtween performance and interior volume. Two sail plan options have âen developed to appeal to the varying expectations of potential owners. While the

cruising-oriented owner may prefer a fixed mast, the performance enthusiast may choose the larger sail plan with rotating mast. For the appendages, we have developed high-efficiency curved dagger boards with T shaped rudders, offering an increase in boat speed while improving comfort by reducing pitching in rough conditions." Building procedures will â the same as the ones carried out in building other models with hulls, superstructures and man deck in vacuum bagged carbon fibre sandwich and by deploying several moulds to leave ample space for customisation in the course of various construction phases.

The SWCAT90 can â propelled by a classic drive shaft or by a hybrid engine. The performance of this second choice will â in function of the batteries output chosen by the owner.

For further information: Southern Wind Shipyard;

Salita Dinegro 7/1, 16123 Genoa, Italy; tel. +39 010 5704035; www.sws-yachts.com



TECHNICAL DATA

LOA: 27.07 m – LWL: 26.96 m – Beam: 11.17 m – Light displacement: 56.27 tons – Exterior & Interior Design: Nauta Design – Naval Architecture: Berret-Racoupeau Yacht Design.

SANLORENZO

NEWS

44ALLOY





Sanlorenzo has recently presented project design work of the Sanlorenzo 44Alloy a 44.5 metre aluminium alloy built displacement model which should be officially presented at the 2020 Cannes Yachting Festival. It is a natural evolution from the preceding 40Alloy which became highly popular for the gull-wing design of its doors situated on the bridge and the outward opening terraces outside the owner's quarters.

The 44Alloy, sports a series of innovative solutions which enhance liveability. The owner's suite which has been conceived as a private apartment measuring 145 square metres reveals one of this yacht's main features by Zuccon International Project studio which comprise three separate levels for the owner suite, an unprecedented indoor and outdoor solution for a yacht of this size.

Loads of open spaces too are dedicated to visiting guests specially outside on deck where the 44Alloy offers a vast



bow area and a large beach club aft opening on three sides. Stern, Portside and Starboard side.

The fifth Alloy44 has recently been sold on Bernardo Zuccon's design and on Martina Zuccon's layout who also contributed with interior design work on the first unit. The interiors of the second and third units of the 44Alloy are by Michele Bonan from Italy and by French interior designer Christian Liaigre, thus underscoring Sanlorenzo's eclecticism and international approach.

For further information: www.sanlorenzoyacht.com superyacht@sanlorenzo.com

TECHNICAL DATA

LOA: 44.50 m – Beam: 9.00 m – Draught: 2.30 m – Engines: 2xMTU 12V 2000 M96L; 2xMTU 16V 2000 M96L engines – Top speed declared: knots – Fuel tank capacity: 41,000 litres – Berths: 10+9.





SY 200

by Fabiano Maresca

Philippe Briand's astonishing project of a sailing superyacht concept which is totally self sufficient in terms of energy requirements.

Philippe Briand, primarily known for his high performance sailing yachts and to a lesser extent for his contribution to the motor yacht world, has recently unveiled the latest sailing concept of an incredible 60 metre SY200 with a traditional rig which does not need to refuel as it is self sufficient in terms of energy requirements.

Obviously a sailing yacht can sail as long as there's wind enough to do so and needs no other resource to do so. However considering the power demands needed of the 'hotel' and manoeuvring systems while under sail; and thanks to the movement of underwater turbines while sailing that would generate sufficient electric energy. When sailing at 15 knots the underwater turbines are expected to deliver 500 kW which become 200 kW at 12 knots that are always more than the yacht requires. When lying to an anchor, power demand is easily handled by the 20-tonne battery bank installed.

Sloop rigged with an 83.5 metre carbon mast perfected with the experience learnt from 67 metre Vertigo and 73 metre Sybaris, The SY200 sports a sail area of 2,000 square metres when sailing up wind and over 3,500 when sailing downwind. Dedicated care for the aesthetics has been spent. The deck is 100% clutter free where well-balanced proportions deliver sleek overall aesthetics which comprise an awesome glass coachroof on a completely flush deck. Aft in the stern area of the cockpit equipped with twin steering controls on each side to enhance visibility beyond the coachroof there are several large sun pads. From here a pair of elegant stairways lead off to a terrace overlooking the sea and a private space in direct communication with the owner's quarters. Glass sliding doors allow loads of natural light inside while offering a panoramic view up to the horizon. A large dining table seating up to sixteen adjacent to the cockpit is protected by the sun thanks to a long hardtop.

The interior layout foresees a large full beam master cabin in the stern for the owner, while there are four cabins for guests. The engine room is situated beyond mid ships so as





to offer guests more cabin space. They are quieter also given the distance they are from the engine room while being more accessible from the crew's quarters.

"I have always expressed my faith in technology and efficiency, as they are an integral part of the yacht design process. Previously we designed sailing yachts for the express purpose of winning regattas and so passionate owners pushed our industry to develop more and more high-tech sailing yachts. But this competitiveness is no longer an appealing motivation for today's younger generation of yacht owners. As a result, the market for such advanced sailing yachts is dramatically down" said Philippe Briand.

"I believe we need to embrace lateral thinking when it

comes to the future of sailing yacht design.

We want work with owners to create the perfect renewable energy machine using only solar energy, water to run the yacht and wind to provide an exceptional experience of peace on board and exploration of the sea.

"Instead of using competition between owners as motivator, environmental sustainability will become the reason to push the boundaries of technology and efficiency in superyachting. This is something we're very passionate about".

For further information: Philippe Briand; 53 Stewart's Grove, London, SW3 6PH; tel. +44 20 73512700; www.philippebriand.com – pa@philippebriand.com





JET 2020

by Danny Lo

This Italian shipyard has decided to set aside what we know as its classic sobriety to explore a market segment which so far does not exist and of which it wants to be a pioneer. In broad terms Cantieri Navali Codecasa are synonym for a range of yachts which mirror what is marine tradition to the extent that they have named a line of their yachts Vintage yachts which comprises timeless interior designs and looks which are far from and unaffected by latest stylistic trends.

This in no way means the shipyard has little capacity to innovate but only that in the course of some decades it has only wanted to continue being faithful to its company policy which is continuing to find growing numbers of sympathisers. The latest concept unveiled by the shipyard's Managing Director is a clear example of what has just been underscored. In fact Fulvio Codecasa really wanted to change parameters for a yacht possessing unprecedent-





ed lines and to offer new innovative tendencies. Starting with the name Codecasa Jet 2020 puts the idea across immediately, at least from where inspiration came from. It looks like the underbelly and fuselage of a cargo plane but the opening bow section contains mooring lines, fenders, anchor chain, winch and more. The design of the central part reveals a very large sun deck with a perimeter of 20 metres by 10 wide which houses a six metre long and two metre wide infinity pool contoured by sunbathing spots and a covered well equipped gym.

Aft towards the stern area the yacht recalls the design of an aircraft thanks to a structure that takes after an aero-plane when looked at sideways on which in fact supports the helipad. Other elements which easily recall the aircraft industry are the radar aerials that are enclosed into a carbon dome as the ones installed on AWACS and by twin air vents installed into the tender's hangar recalling jets'

reactors.

Returning to the layout, the stern sector offers a beach club platform at the water's edge which connects to the hall and sky lounge where there's a dining area and living room with 3 metre high ceilings. The upper part of the fuselage hosts the helm controls station, while descending a flight of steps we come to the owner's suite just below it. Four guest cabins are situated along the lower deck where further forward there's also the crew's quarters, and the captain's cabin communicates directly with the helm controls station via a lift.

This seventy metre long Codecasa Jet 2020 will be built as of this year. Its certification will be carried out by the main international registries accordingly.

For further information: Cantieri Navali Codecasa; Piazzale San Benedetto del Tronto 7 C.P. 456, 55049 Viareggio (LU); tel.+39 0584 384092, fax 0584 384323;

www.codecasayachts.com – info@codecasayachts.com

LUCA VALLEBONA



GRAVITY

by Danny lo

An over 60 metre yacht which thanks to its designer's brave architectural choices offers interior layouts that have nothing to envy when compared to much larger ones.



Luca Vallebona graduated in architecture at Genoa's university and followed up with a specialisation at the Milan polytechnic. He has collaborated with some of the most celebrated international architects' studios. This experience allowed him to pursue his newly found direction made up of innovative project design work in which we can see a mingling of traditions pertaining to the world of architecture and yacht designing.

For his first independent project, Serenity built by Mondomarine, Luca Vallebona won at the world's Superyachts Award in 2016. This yacht was soon followed up with other project design work, like Pentagramma and TLV2 presented in collaboration with Tankoa shipyards from which 61 metre

Gravity derived sporting some of the asymmetrical designs of the interiors. The reasoning for this choice in the designer's mind was to draw up innovative layouts from a design and architecturally functional point of view. Gravity's silhouette which stands out with a vertical bow due to the absence of obstructive bulkheads which limit contact with the surroundings. Where asymmetry becomes evident and stands out along the two upper decks whose shapes together with the original set of steps can make them seem like a single area which has been distribut-

ed on two levels. Furthermore the area reserved for guests on the sun deck is raised by few steps alone thus giving the impression of having become a sort of raised privé separated from the crew's passage ways.

Here just as anywhere else on board, the furniture, and attractive accessories stand out for their irregular but never banal forms. The originality of the layout extends to include the interiors as well which offer an unprecedented spatial experience. The galley is peculiar with its floor to ceiling cut glass walls opening out towards the guests' sector showing the chefs at work as if it were a television show.

The owner suite is situated on two levels. The first one is dedicated to the master cabin, accompanied by a study and





private terrace, this last sports generous sun bathing sectors, a lounge in which to relax, in the vicinity of a log fire perhaps, a helipad and a swimming pool in the bow section with a panoramic view. The second level is situated along the lower deck which can be directly accessed by the cabin. It is entirely dedicated to a dressing room and to two bathrooms. During the development of the interior areas the most important factor discussed was privacy. Hence separate passage ways for

crew, the owner and his guests were created accordingly. This task was also facilitated by using movable panels which cut off several shared passages like the pantry.

For further information: Luca Vallebona; Via Monte Mixi 11/A, 09126 Cagliari; www.lucavallebona.com

TECHNICAL DATA

LOA: 61.50 m - Beam: 11.20 m - Draught: 3.20 m - Gross tonnage: 1,150 GT - Engines: 2x1,340 kW CAT 3512 - Fuel tank capacity: 120,000 litres- Top speed declared: 16 knots - Recommended cruising speed: 14 knots - Range at 12 knots: 4,500 nm- Construction material: Steel and aluminium alloy.

BLACKCAT



SUPERYACHTS 30

by Fabiano Maresca

BlackCat Superyachts wants to play a leading role in the market segment related to fast hyper-techno-multi hulls. These features are also found in their third and most recent project; a thirty metre cat in carbon with an accredited top speed of 32 knots.





Mitch Booth founder and Olympic winner twice over is internationally known for having stood on the winners' podium in many international events and as Australian Yachtsman of the year in '92 and in '96, Then Dutch Yachtsman of the year in 2004. BlackCat Superyachts was launched with designer Malcolm McKeon distinguished himself for the project design work carried out for large state of the art cruising cats. The

the features and performance of the exteriors to obtain an atmosphere and energy we can share. Contemporary

styling, lightness, where comfort and luxury fuse together in these unmistakable spaces that every superyacht owner expects to find. Technology and craftsmanship are harmoniously blended in every design aspect to create exceptional spaces". Declared Maijana Radovic and Marco Bonelli founders of m2atelier studio.

The new 30 metre stems from numerous requests collected in the course of the past two years taking after its two preceding models while featuring a refined interior design in line with BlackCat Superyachts' standards. The interior layout foresees six cabins for a maximum of eight guests and four crew. A large open space living area on a single level on which to enjoy dinner parties and more.

This thirty metre catamaran should deliver a top speed of 32 knots with a recommended cruising one of about twenty knots.

"The cruiser catamaran market is the fastest growing segment for mid- sized yachts. We believe this tendency will continue to grow and will finally become very popular in the sailing superyacht panorama. Huge volumes coupled to stable platforms which BlackCat Superyachts offer is surely the most logical solution for a comfortable cruise" said Mitch Booth.

For further information:



company has recently joined forces with McConaghy Boats that is well known for the construction of cruiser multi hulls in carbon. Black Cat Superyachts can now guarantee the production of a 50 metre, a 35 and a 30 metre all will be built in collaboration with The Italian m2atelier studio.

"We're very proud to be part of this extraordinary team taking part in such a unique project. We're currently trying to integrate the interior design work with the exterior lines, and www.blackcat-superyachts.com info@blackcat-superyachts.com



PROJECT & DESIGN

MONTECRISTO 30 AND 43

by Danny Lo

The new range of pocket superyachts by Tommaso Spadolini who's collected more than 40 years experience as international designer were originally devised as creative and fun exercises. The range is currently made up of two models a 30 and a 43 metre.

All of the latest requests from owners everywhere express a desire for sober classic essential timeless lines which go well beyond short lived fashionable trends. The two models feature very different sizes and gross tonnes with the first one below 200 gross tonnes while the second is well over 340 even though they look practically identical. Even if they form part of a stylistic exercise they're practically ready to go into production with the idea of creating a new range which will evolve in a foreseeable future with the arrival of new units. The collection has momentarily taken its name from a small island by the same name the designer can see when looking outside his house in Tuscany overlooking the Tyrrhenian sea. "The island of Montecristo forms part of the Tuscan Archipelago National Park, but it's best known for the setting of







the novel the Count of Montecristo by Alexandre Dumas". Explains Spadolini. "The 30 and 43 metre motor yachts represent the smallest and largest in an expandable series that meets the market's modern needs and it made sense to me to commence with these as the styling and layout can be easily adapted to create models in between with the same DNA".

As already said, the design work on both Montecristo units is made up with the essence of Spadolini's experience which comprises the use of dark glazed cut glass strips and vertical bows which recall the 49 metre Asler 4 built by Rossinavi, or by stern arches resembling those already seen on 27 metre Freedom designed for Cavalli and built by CRN.

"Clients today expect outstanding liveability, both inside and outside," says the designer. "So from the start I decided a distinguishing feature of the series should be a widebody main deck to maximise interior space. Another request is that potential owners want to be able to make full use of the foredeck, which became a second signature feature".

The widebody main deck aboard the 43m is arranged along the port side and comprises a generous saloon with bar area,



Montecristo 30 and 43

a separate dining room, the galley and adjacent pantry. The captain's cabin is situated directly forward of the galley. The 30m has a smaller saloon, galley and pantry, and a full-beam master stateroom forward with a large walk-in wardrobe and private day lounge.

Notable modern features of both yachts are the terraced aft decks leading down to the stern platform and the second open-air lounge with pool on the foredeck.

The larger yacht the 43 metre has five comfortable guest cabins (3 VIPs and 2 singles) on the lower deck, with access from the main salon aft. The smaller 30 metre has two VIP suites amidships plus a single cabin accessed by a central staircase from the main salon. Both models allow crew members to enjoy their quarters where all technical areas are independent and separate from the guests' areas.

The owner's suite on the 43 metre is situated on the sun

deck but features maximum privacy thanks to the separate accesses dedicated to crew members and guests. On the 30 metre instead, this area has been replaced by a bright dining one with direct access to the deck outside. The aft section of the same is reserved for the installation of solar panels to supply energy to the 'hotel' needs.

Both yachts have been designed to take on hybrid engines as well as hefty sets of batteries in their dedicated engine rooms. "As a yacht designer, it's my duty to look after the marine environment," says Spadolini. "And I see more and more of my clients, perhaps encouraged by their children and grand-children, taking a more proactive approaches to sustainable yachting." Commented the designer.

For further information: Design Studio Spadolini; Costa Scarpuccia 9, 50125 Firenze; tel. +39 055 2006086;

www.spadolini.it – info@spadolini.it





SUPER YACHTS DIVISION

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Tankoa Yachts

Italian shipyard Tankoa Yachts unveiled the 50 metre "Bintador" to the keen audience - the second unit of the S501 series which had first witnessed the debut of "Vertige". The series that is already busy building two further units, derives from the shipyard with Francesco Paszkowski's collaboration who handled contemporary exteriors and dynamic looking silhouette.

But "Bintador" features a diverse set of characteristics which make it stand out from "Vertige". These translate into a touch-and-go helipad, hybrid engines, which translate into coupling a pair of MTU 895 KW diesels with as many electric 300 KW engines fuelled by two 250 KW variable speed generator sets. The technology exploited in this way allows this 50 metre to cruise in as many as four diverse modes: traditional mode, hybrid mode, DEM and booster modes. In traditional mode the yacht cruises with both of the main diesel engines running which can propel it up to a top speed of 16.5 knots while one of the generator sets is delivering energy for 'hotel' use and technical services. One of the two main engines in hybrid mode supplies the energy needed for on board lighting and more and can propel the yacht up to 12 knots at which speed it is possible to cover a range of about 4,000 nautical miles, while both generator sets are switched Off.

In diesel electric mode (DEM), both electric engines are fuelled by the two generator sets with a range of 4,900 sea miles at 10.5 knots with no noise. The booster mode is triggered off when both main engines exploit more energy from the electric ones which are fuelled via the gen. sets pushing 50 metre "Bintador" up to a top speed of 18 knots.

If low environmental impact is the dominating factor which differentiates "Bintador" from "Vertige" the owner's contribution by way of change becomes evident when on board.

"Bintador" is the result of perfect team work between the shipyard, the

S501 Bintador





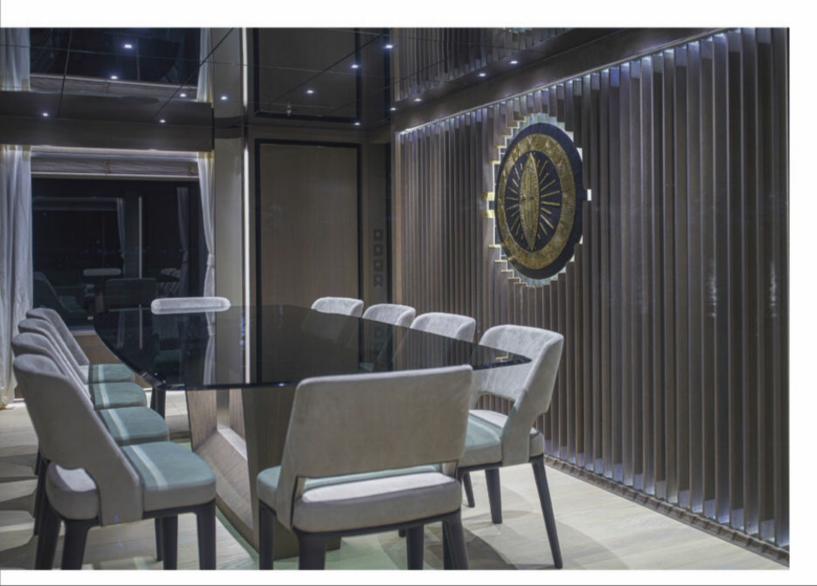


owner and our studio",

claimed Francesco Paszkowski. "The owner agreed immediately to the proposals we presented after a series of preliminary meetings. On the basis of that starting point we worked closely to meet his requirements. He wanted to be involved in the entire project and follow up on the development accordingly. There's in fact little better for a designer than to work with an expert owner since this allows us to reach final results more quickly" he added.

The owner's requests regarding the interior and decor were

handled by Francesco Paszkowski and Margarita Casprini who together came up with a modern bright decor consisting of natural materials. Principally they're sanded brushed oak essences, marble, cut glass and leather. The colours making up the interior decor range from ivory used for ceilings to sandy ones dedicated to sofas, and dove gray lining on a range of



steps up to pale bronze applied to the feet of the sofas, honey hues of Botticino marble installed in the bathrooms, the stunning gold coloured strips of metal along the top sides of dressing tables and vanities just as the charcoal colour of a bean bag in the living room and the base of the coffee table situated on the main deck, bright Persian marble making up the flooring in the shower units and their tainted glass doors as well as some of the made to measure furniture while some of it comes from Minotti and Giorgetti collections.

"The owner wanted a welcoming even intimate timeless and dis-



cretely elegant atmosphere, and left what to propose entirely up to us". Added Paszkowski. As far as the layouts are concerned, "Bintador" has two VIP suites with King size beds and two guest cabins along the lower deck, at the stern end of which there's a beach club with gym and wellness centre. The owner suite is placed along the main deck where special dedicated emphasis has been given to being close to the surroundings. This has been achieved by creating opening terraces on each side of the living room area and along the



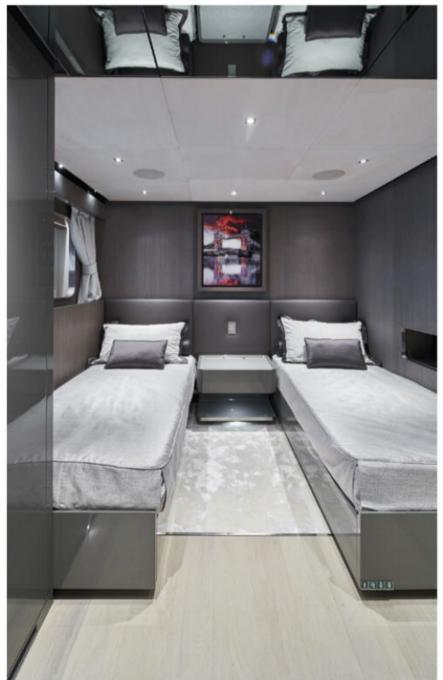
litres.

Top speed declared: 18 knots – Range at 12 knots:

4.000 nm - Fuel tank capacity: 57,300 litres - Water tank capacity: 16,200







Tankoa Yachts

S501 Bintador

stern area which is furnished with "U" shaped sofas, coffee table, bar cabinet as well as extra large sun pads and more".

"This zone looks like a raised beach club with a splendid view over-looking the sea and a private terrace forward towards the bow to starboard to be used solely by the owner" added the designer. "The vertical bow is another feature which allows two things, the first one is that this translates into a greater interior volume and secondly it engenders more space available for a tender or service boat. Finally an opening transom creates a large beach area which enhances extra space to the fully equipped beach club". Both the upper and the fly deck have been conceived to offer ample exterior spaces dedicated to relaxation. The upper deck is comprehensive of a comfortable sky lounge, and sun bathing spot and an open air lounge in the bow area. The fly deck on the other hand sports a lovely Jacuzzi and sun bathing equipment for sun buffs.

For further information: Tankoa Yachts; Via Cibrario snc, 16154 Genova Sestri Ponente, Italy; tel. +39 010 8991100, fax +39 010 8991118; www.tankoa.it — info@tankoa.it









Metis, Benetti Yachts' 63 metre long motor yacht with a beam of more than 10 was delivered to the owner in Leghorn's ship yard in June last. Coded FB276 it is the result of close team work and dynamic synergy between Benetti Yachts and a pool of international designers and architects namely by Giorgio Cassetta from Italy who handled the exterior styling, while British studio Bannenberg & Rowell and German atelier Birgit Otte Interiors handled the interiors.

A German owner commissioned the task to Yacht Moments president Kurt Lehmann who oversaw the entire construction process as consultant acting on behalf of the owner. Metis owes its exterior design which won at the 2019 World Yacht Trophies Awards to Giorgio M. Cassetta who declared: "Metis is a modern yet timeless looking yacht which reveals considerable exploitable volumes behind fluid lines and considerable innovation such as the whole of a private deck. The design work is minimal but nevertheless typical of Benetti Yachts". The final result is a well proportioned dynamic looking yacht featuring sinuous lines which streamline an otherwise imposing silhouette.

On the other hand the interiors initialled by Bannenberg & Rowell and by Birgit Otte Interior feature sophisticated modern styling





which stands out more in the beach club, and in the lounge area along the upper deck offering guests a diverse perception of the spaces which differ from their expectations.

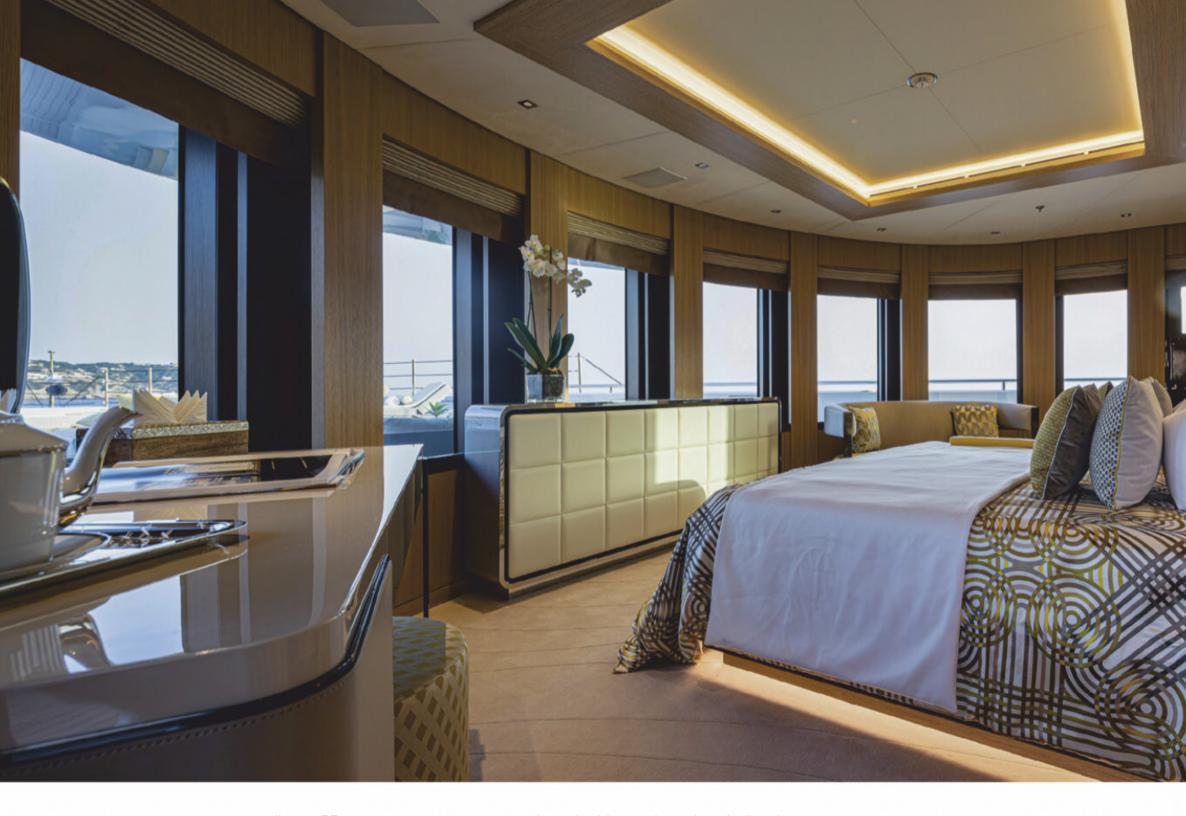
"Metis' special layout has freed us from what I define as being tyrannical in terms of symmetry and has allowed us to open new angles and vision concerning asymmetrical design work" said Dickie Bannenberg. With Birgit Otte's interior design studio they both delivered



an elegant and refined decor featuring whitened oak wood finishes, as well as carbon fibre and polished steel and several other precious materials as calacatta marble in a variety of diverse shapes and colour schemes. Great care for detail has been addressed to the owner's quarters which extend along the upper deck area covering as many as 162 square metres of surface area, with contouring ample window like ports that practically cover the entire length of the owner's quarters producing plenty of natural light inside as well as a splendid panoramic view on the horizon. The owner's quarters contain two bathrooms and a pair of walk-in wardrobe cabins, a day living room area, a master cabin



FB 276 Metis



as well as a 55 square metre terrace equipped with touch-and-go helipad.

More cabins are situated between the main and lower decks. Along the first one there are two, one's a double and the other is for a nanny, while there's also a large living area with lounge, a dining room and a children's play room. Below that along the lower deck, there's a separate area dedicated to a crew of up to twelve and a beach club situated further astern with two lateral platforms which open outward like the transom. The captain's cabin is situated along the bridge adjacent to a modern helm controls station where



Benett

there is also an exterior lounge furnished with a dining table, a sunbathing spot and a Jacuzzi tub. The fifth deck hosts a 20 square metre gym sketched out by Yacht Moments, but interpreted and fine tuned by Giorgio Cassetta and a team of Benetti designers.

"We've managed to maintain the same excellent level of quality we are accustomed to and which has always made our products stand out of the chorus line while fully complying to owners' requests, including those which have been made during construction work, such as a custom built gym up along the fly deck" commented Franco Fusignani CEO at Benetti.

For further information: Benetti – Headquarters; Via Michele Coppino 10, 55049 Viareggio (LU), Italy; tel. +39 0584 3821, fax +39 0584 396232; www.benettiyachts.it

info@benettiyachts.it

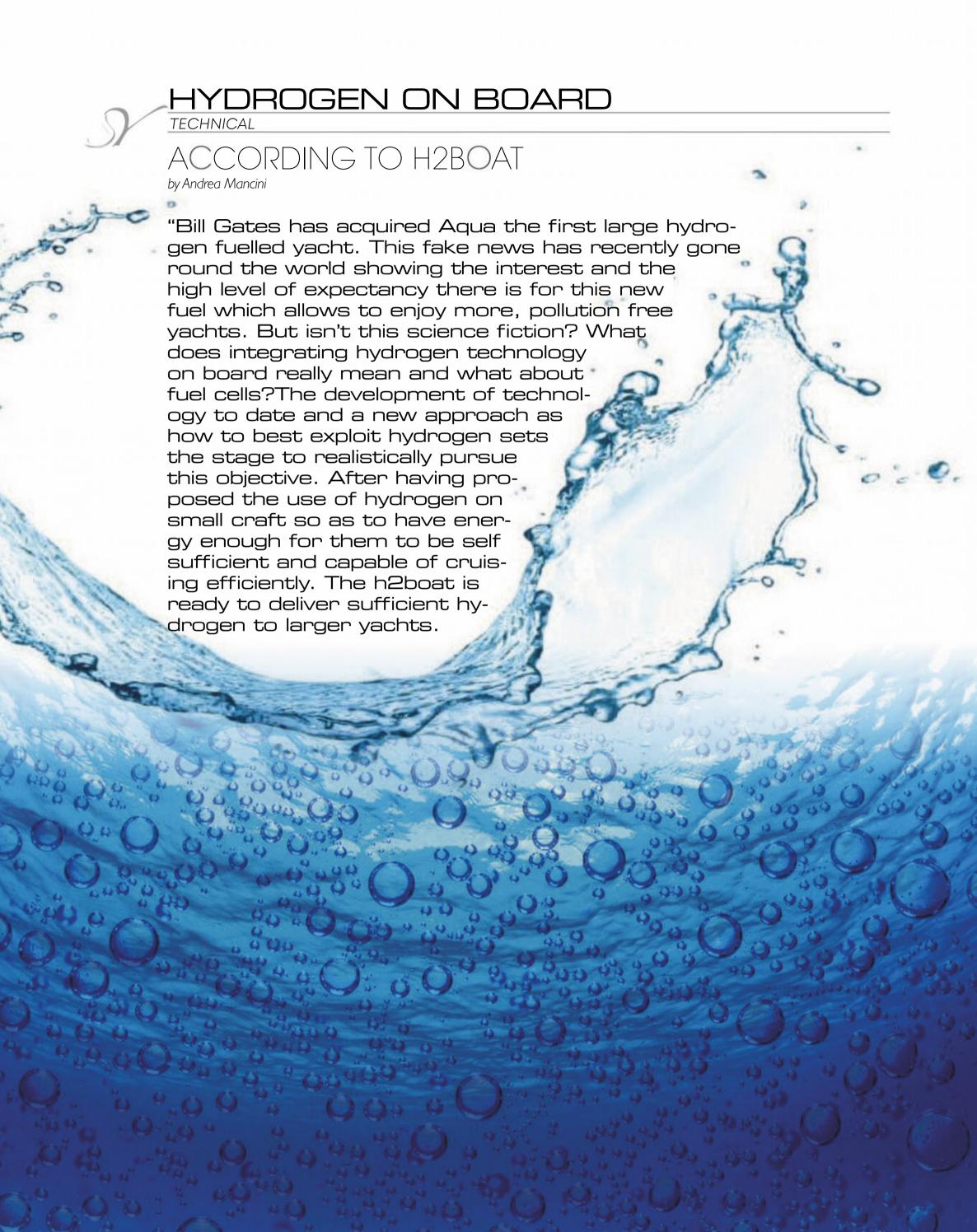
TECHNICAL DATA
LOA: 63.00 m - Beam: 10.60
m - Draught: 3.10 m - Displacement fully laden: 1,100 tons
- Fuel tank capacity: 115,000
litres - Water tank capacity:
24,000 litres - Engines: 2x1.380
kW MTU 12V4000M53 - Top

FB 276 Metis











Energy Observer is the first motor yacht to be entirely propelled by hydrogen. We're talking about a 30 metre catamaran which hit the water in 2017. It is currently sailing around the world till completion in 2022 solely with self produced hydrogen from renewable energy resources on board.

Hydrogen has returned

After having been considered as mere Utopia, to propel water craft with zero toxic emission for years on end, it now seems to be doable. Simply by taking a closer look to the automotive industry where leading brands have invested and have worked hard on fuel cells to obtain electric energy from hydrogen are currently promoting this technology with new hydrogen fuelled models.Recent studies show how much more energy is put into hydrogen in most sectors from transportation on wheels, railways, sea, including industrial fields. If we were to judge by the fact that German railways have been running two trains fuelled with hydrogen since last summer, and from the beginning of this year, new generation buses are currently running on hydrogen across London and Sanremo. In Sweden more but more precisely in Mariestad there's a hyrdogen filling station the first of its kind

in the world to supply motor vehicles with self produced solar hydrogen at the filling station. The same thing is being seen in Italy and around the world. What about ships? This field is currently being expanded. The first hydrogen



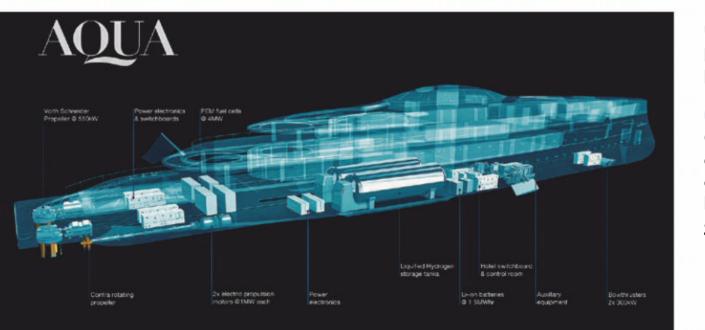
Concept Aqua has furthered the general interest for hydrogen applied to yachts. This is a 112 metre hydrogen propelled yacht carrying two 28 ton tanks of liquefied hydrogen at minus 253° from Dutch Sinot Yacht Design & Architecture Studio which debutted in the course of last year's Monaco Yacht Show. It was really striking. Another sensational fake news shot round the world as was reportedly claimed that Bill Gates had commissioned the construction of this Giga yacht to Feadship for the sum of a mere 590 million dollars! A good example of pure fiction for the yacht and owner at its most convincing level! At least for now.

fuelled passenger ships allowed to cruise inland waterways have recently been launched while large sea going units are being built. In Norway for example Norled shipyard is currently competing against the North American Golden gate Zero Emission Marine facility which is vying to be the

first to launch the first hydrogen-electric ferry in the world. In Venice which is much closer to us the first hydrogen passenger watercraft was presented last June. It is authorised to carry passengers on lagoons.

Green hydrogen

Chemical energy is converted into electric energy thanks to fuel cells and thanks to a very efficient process in which hydrogen is combined with oxygen to form water and energy. Up until now this problem was the oth-



Hydrogen on board

According to h2Boat

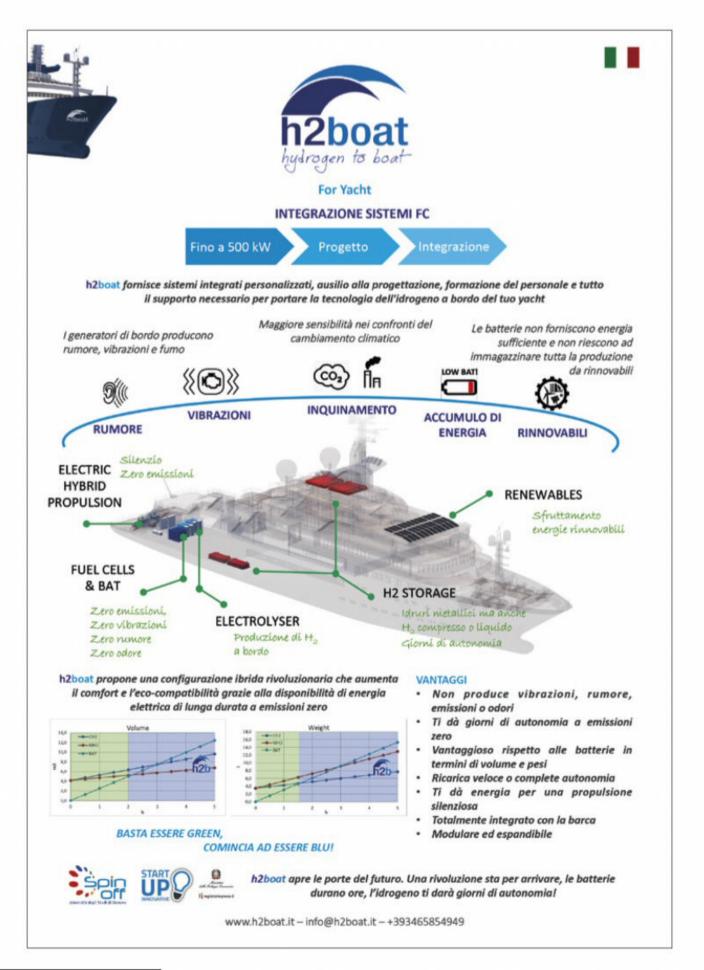
er way around. This meant scouting for hydrogen which is not easily secured in nature. That is why most of it is currently extracted from combustible fossil fuels (generally from natural gas) with consequent greenhouse gases. However there is another source of hydrogen as well. Water. Separating water molecules in oxygen and hydrogen can be done by using electricity. We're now talking about electrolysis a clean oxygen emitting process but also an energy-consuming one which is recommended only when

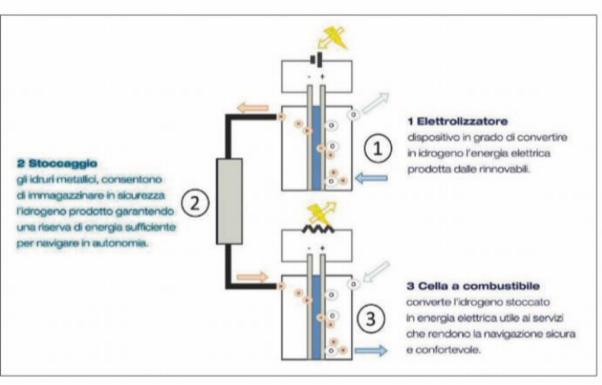
there is prompt and abundant energy available. The production of renewable energy as is cannot be controlled accordingly and due to growing production it is also creating problems to national grids which need to rely on energy storage banks. It is known as "renewable hydrogen" which is a rather questionable definition to make albeit a brief one: perhaps it would be more appropriate to say "hydrogen extracted from electrolysis processing or perhaps - by way of renewable energy". This is the reason why there is growing interest for hydrogen which in practical terms becomes a green fuel produced in a green way.

Hydrogen on board

What about the yachting world? here too there's plenty going on. Few weeks ago most news papers around the world reportedly said Bill Gates had asked Feadship to build him the first hydrogen fuelled superyacht , but this is a fake news. We're talking about Aqua a concept which The Dutch Studio Sinot Yacht Design & Achitecture presented in the course of the latest Monaco Yacht Show. Agua is a 112 metre long yacht concept deploying hydrogen which is stocked in liquid form in two separate 28 ton tanks at 253° below zero. The price tag was of 590 million Euro is simply pure fiction for both the yacht and would be buyer! At least for the time being. This fake news demonstrates how much renewed interest there is on hydrogen and typically the increasing awareness of both yacht owners and buffs for environment related themes, as well as many shipyards and project designers

that are moving ahead for more sustainable yachts. Several researchers from Genoa University betted on what potential hydrogen would have on board yachts. Following a study period with Fincantieri in 2015 the research group formed an innovative Start- up and also a Spin-off of the University. We're talking about h2boat meaning hydrogen to boat and consequently Energy Pack systems for yachts which can technically also be integrated with fuel cell systems on larger yachts over 24 metres.





Electrolyzer + storage of metal hydrides, + fuel cells: are the three key elements making up the h2boat Energy pack system.

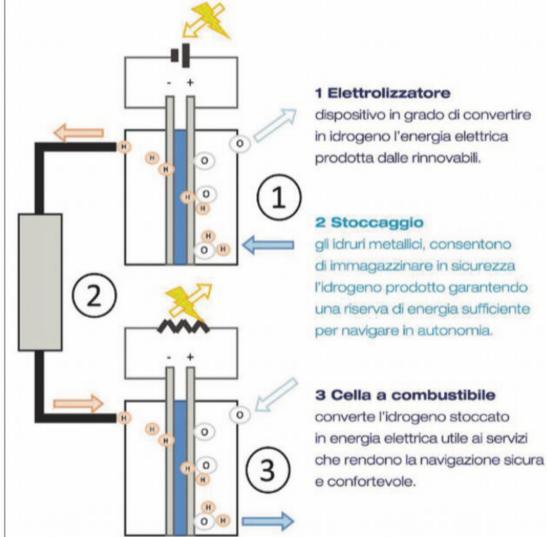


Thanks to integrated hydrogen production with storage technology and other production systems regarding the production of renewable energy on board translate into self sufficient autonomous.

Energy Pack by h2boat

The h2boat energy pack is an integrated system made up of diverse technologies, existing and tested ones that efficiently intergrate into a single product and are adapted for marine use. We're looking at:

- ☐ Fuel cells where hydrogen is combined with oxygen; the part producing electric energy and water thanks to an electro chemical process in which hydrogen is combined with oxygen;
- An electrolyser works by reverse process producing hydrogen and by absorbing electric energy (it produces hydrogen from water by using the excess of energy



produced by renewable sources of the same installed on board or while cruising or from the electricity taken from a shore line);

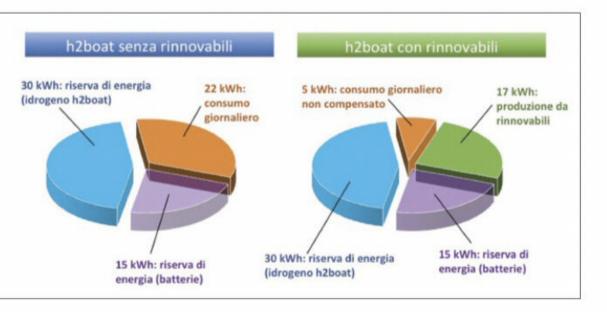
The stocking system adopted to handle metal hydrides, is made up of metallic powder filled canisters which absorb hydrogen situated in metallic spaces and withholds it in a safe, efficient way.

The system can be adapted to any watercraft by simply varying the size of the plant according to user requirements and to the size of the space available on board. The Energy pack is more convenient when used on sailing yachts since a sailing yacht will require less energy. And because h2boat's engineers have had another winning idea to convert the stocking of hydrogen into a solution rather than being a problem. A torpedo shaped bulb keel becomes a reservoir for hydrogen thanks to metallic hydrides placed inside of it while the centre blade would contain all of the necessary connections to make it work properly. This solution has been patented and the extra weight can now be carried underwater where it can be effectively deloyed as ballast while freeing up more liveable room inside below deck above the waterline. The h2boat Energy pack installed into a sailing yacht means cruising for many sea miles with traditional batteries thanks to the "recharge" delivered by the hydrogen produced on board of a sailing yacht by exploiting on board renewables. This also translates into being able to sail along with zero emissions for longer periods and for unprecedented periods of time. H2Boat engineers estimated that a 15 metre sailing yacht exploiting classic batteries which weigh as much as the Energy Pack system does will deliver six times less energy than an Energy Pack. By exploiting the same volume and space taken up by traditional lead batteries capable of about 10 kWh it is possible to install up to 15 kWk of lithium batteries, while by using H2Boat, up to 30 kWh of energy can be used safely and noiselessly, with no vibration or emission....and moreover without sacrifying anything to interior volumes and to weight.

Hydrogen on board



The Energy Pack system by h2boat installed into a sailing yacht: Storage and overall compactness of hydrogen with metal hydrides integrated into the yacht's bulb keel can be carried out effectively. Adopting this solution entails converting the weight of the keel's bulb portion into a hydrogen tank.



The h2boat system paves the way to new strategies thanks to storage capacity which means furthering the use of renewable energy on board which includes solar energy, wind vanes, as well as hydrokinetic energy. With 750 W from solar panels, a 1000 W propeller dragged through water, a 300 W wind vane will deliver an average of 17 kWh/day of energy (data from the Ligurian sea). Imagining a higly comfortable 15 metre sailing yacht such energy amply compensates an estimated daily consumption of 22 kWh/day. Let's remember that 1Kwh represents the energy needed to maintain a 1 kW stove switched on for one hour. Following this pattern only the surplus (5 kWh) consumption will be taken out from the storage which still gives a range of about 6 days.



H2Boat uses consolidated technology alone and existing products to assemble its Energy Pack system. The picture clearly shows several readily available fully integrated components for marine use fitted inside an appropriate casing split three ways for functional reasons. Each of the three sections is visible inside the casing, which contains fuel cells, the electrolyser and auxiliariy hydrogen storage systems present in metal hydrides. The electric circuitry is installed separately at the back of the casing for safety reasons.

Hydrogen deployed on motor yachts

Broadly speaking Energy Packs have been assessed conveniently and standardised in terms of power output to handle the market portion concering auxiliary services installed on board smaller craft, yachts and ships with power outputs ranging from 5 to 60 KW, so as to meet their respective while guaranteeing auxiliary propulsion to medium sized sailing yachts and motor yachts. The Energy Packs installed into motor yachts will run side by side with the existing traditional generator sets installed.

In Mega and Giga Yachts or where extra power is re-

	Profilo di potenza				
	1 kW	5 kW	10 kW	30 kW	60 kW
300 kWh					EXTRA
150 kWh				POWER	
50 kWh			ТОР		
30 kWh		MEDIUM			
15 kWh	BASE				

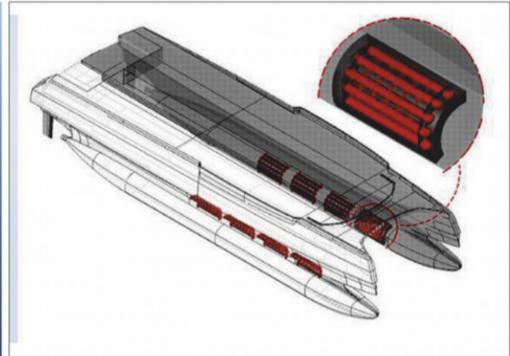
Energy Packs are made up of Fuel Cell up to 60 KW, of Metal Hydrides up to 300 KW and of electrolyser 200 KW modules up to 2000NI/h (number of litres produced in one hour).

What sort of impact does your Energy Pack system have on large yachts?

Our Energy Pack has been standardised to run auxiliary services when cruising slow. We're talking about some of the applications and features observed in Mega and Giga motor yachts. The useful data obtained regarding our standardised systems has been put to good use and we're developing better user friendly solutions to best integrate them on board. But there's plenty going on in the engine rooms too without over impacting on the project. We're looking at solutions which make Energy Packs as installable as any common generator is.

What kind of standardisation are you referring to?





quired h2boat offers integrated systems as boosters capable of delivering up to 500 KW and will provide all the instruction necessary to the crew to best exploit hydrogen technology on board. The purpose of this, is to introduce a hybrid configuration which increases comfort and eco- compatibili-

A few years ago Fincantieri developed a project for a large 75 metre yacht based on a SWATH platform resembling a catamaran in asmuch as it had two large drive forming torpedo shaped immersed hulls (Small Water Plane Area Twin Hull). This configuration was specially chosen for its outstanding performance in term of efficiency and comfort but also because it translated into maximizing the advantages offered by using a 500 KW fuel cell plant as auxiliary drives and 'hotel' appliances with a range of about 500 nm at 5, 6 knots at zero emissions. Furthermore both of the SWATH's little used and immersed torpedo hulls were two perfect containers for the metal hydrides needed to store hydrogen.

خ.

And over 60

An Energy Pack is a

standardised system

made up of Fuel Cells

that are suitable up to

60 KW, metal hydrides

to a max. capacity of

300 KW and an elec-

trolyser for certain

modules and specs. (

from 200 to 2000 NI/h

litres of hydrogen

produced in an hour).

ty thanks to durable, long lasting electric energy with zero emissions.

To learn more about this topic and to understand what the prospects ahead look like we asked Thomas Lamberti a few questions. He's an expert naval engineer specialised in renewable energy and one of h2boat's founding members and CEO.

kW?

As for the over 60kW Energy Packs, we're looking at Mega and Giga yachts for which we foresee a dedicated product design project which complies to safety norms while offering an efficient well proportioned system. I remember that to comply we started off with hefty power packs inspired by navy requirements. Genoa University and Fincantieri contributed with equipment, and the development of the HISEA laboratory; the world's largest research lab. dedicated to study the employment of Fuel Cells for naval purposes. This

Hydrogen on board



According to h2Boat

laboratory is well known in Europe and to a lesser degree in the rest of the world. The 250 KW plant which is made up of 8 Fuel Cell modules has been designed and built to simulate an engine room in naval style, featuring additional redundancies, as well as the analyses of operative naval profiling. Energy Pack was developed on the basis of this experience.

Therefore considerable sizes and plenty of hefty power units installed on board are not a problem?

A couple of examples: the Italian Navy's U212 submarines deploy a 270 KW Fuel Cell system. Finantieri's 75 metre SWATH project developed a few years ago boasted SWATH configuration integrated with all the the electric production installed on board also including propulsion



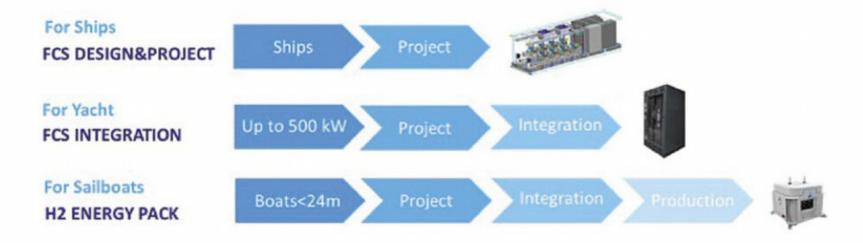


Settore: Energy Members: 9 Employees: 4 Brevetti: 3

Founding date: 2015 Billed 2000000 Fatturato: 200000€

h2boat is an innovative start-up and spin-off from Genoa University born inside the Mechanical Department of Engineering with which it is collaborating to transfer technology. It furthers the study and development of energetic innovative solutions in the field of renewables and the stocking of energy. Its main field of activity regards hydrogen marine applications and flammable cells for which it also operating in the R&D sector with the University and Fincantieri.

h2boat is taking the necessary steps to enter the naval and yachting markets with an all-round solution: the **Energy Pack** dedicated to yachts and water craft alike, an integrative service regarding fuel cell systems aimed at more complex applications and a project support one for shipyards and owners.



power by using fuel cell technology. I personally worked on that project handling the fuel cells segment, storage and so on. The 500 KW plant was powering up all auxiliary installations for a whole week including the energy spent to cruise up to six knots.

Remaining on the larger units the over 60 KW ones for which the Energy Pack system is not available: What happens then?

Anything which is rated as being above few KW is not standardised but h2boat offers a finished all inclusive com-

A split diagram of an over 100 metre Giga Yacht's 'future fuel cell storage tank'. On yachts of this size fuel cell storage cannot substitute traditional engine rooms but they can be integrated to fuel on board appliances technology and auxiliary engines.

The components making up the 'future fuel cell storage tank'.

1. An example of a Fuel Cell FCS 520 kWe (nom-

inal power) storage tank, based on the results obtained from Helion Fuel Pol-Cell system. electrolyte ymer membrane (PEM) type fuel cell can deliver high outputs working at low temperatures thus maintaining weights reduced and volumes (280 kWe/t, 7.1 kWe/ m3).

2. An example of a 16000 NI/h EL electrolyser based on Areva Fuel Cell systems. PEM electrolysers are capable of producing large quantities of pure light weight hydrogen in reduced

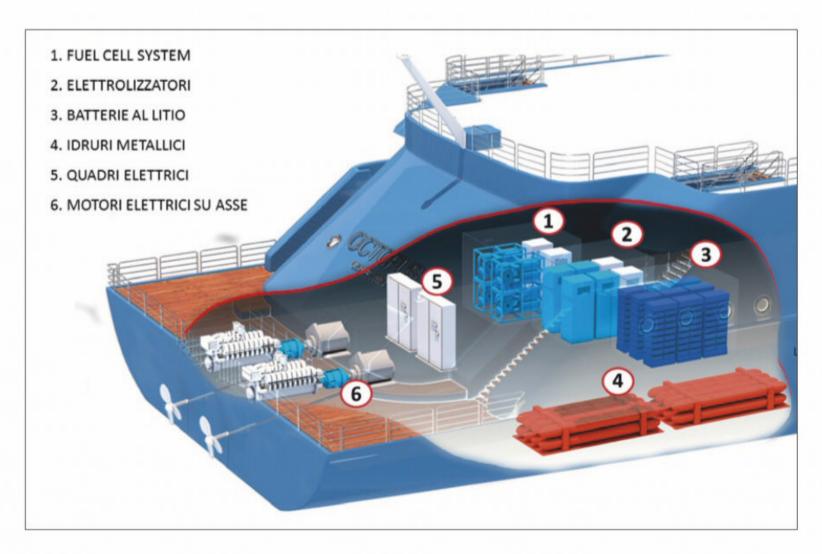
volumes from water, (up to 5.4 kgH2/h).

3. An example of BAT 9x140 kWhe (1C) batteries based on the results obtained from LiNiMgCoO2 systems from Xalt Energy. Lithium batteries can output considerable electricity to handle peaks but have low energy capacity (87 kWhe/t, 63 kWhe/m3).

4. An example of a 60 kg H2 canister(TiFe) containing MH metal hydrides based on the performance data obtained from Hydralloy Systems. Metal hydrides can effectively store large quantities of hydrogen at low pressure less than 10 bar and at low temperature less than 40° C with a high energy density energy value per volume (160 kWhe/t), 800 kWhe/m3)

5. An example of electric DC/AC control panels

6. An example of an electric engine installed onto a drive shaft for hybrid systems based on Auxilia system's performance values.



prehensive product which is however not standardised as such but can be produced according to clients' requirements and h2boat is all set in terms of competence and facilities to assemble fuel cell systems up to about 500 KW. Any plant beyond this limit reaches a considerable size and requires dedicated facilities but considering the estimated low number of naval fuel cell plants of over 500 KW expected in the foreseeable future such specific investments are not justified.

And seen from a normative point of view?

Safety standards have yet to be addressed internationally. No plant of the sort (Fuel Cell) can be installed into a ship without official approval. The principal current issue regarding norms is storaging hydrogen as it is listed as a highly flammable product for which there is no norm. Consequently Fuel Cell and hydrogen systems must follow Alternative Design (AD) procedures based on Risk Assessment (RA) factors. This involves complex and difficult procedures which are nevertheless doable. For this h2boat has to not only deal with normative problems but has yet to resolve technical ones.



According to h2Boat

Having a zero emission yacht even for only a limited time was possible up until today by merely using highly powerful large batteries. What changes with with hydrogen?

The only alternative solution there is today is to supply electric energy with zero emissions, which is without vibration and noise by deploying (BAT) batteries. More especially lithium ones which deliver big outputs for limited time. Current alternatives for ships and yachts alike which are available today are hybrid (MCI and BAT generators), which have limited ranges in terms of time (few hours). Added energy translates into storing in larger volumes and in considerably heavier batteries which becomes technically unsustainable.

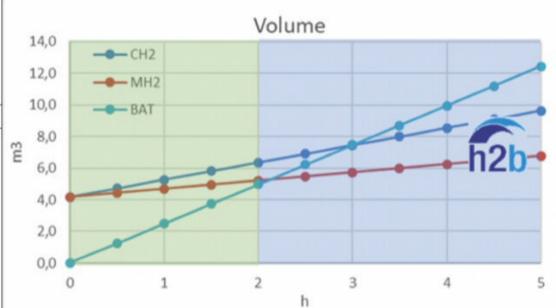
For example we can integrate a 250 KW fuel cell storing plant to obtain a variety of results and to demonstrate how (FC) Fuel Cells technology offers more advantages than lithium batteries. In a nutshell the current study of new alternative plants will be revealing unexplored scenarios.

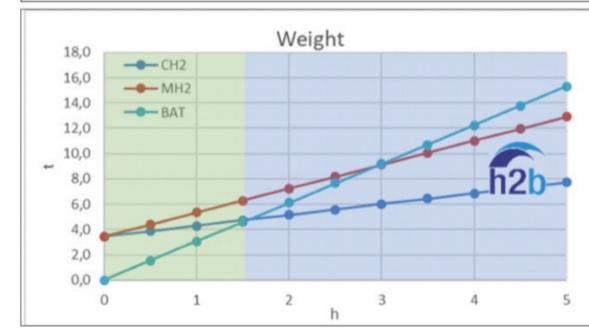
We can imagine three dfferent ranges:

□ Brief period (0-5hrs). The most requested range which is around 1250 kWh of stockable energy prevails. The analyses carried out reveal that the technologies deploying hydrogen are preferred in terms of volumes for ranges above two hour periods. As for the weights involved, there's a significant advantage when range is above 3 hours of continuous use.

■ Medium period (0-50hrs). As range increases up to I2000 kWk, batteries are excluded from all FCS solutions explored. Please note that beyond this energy range, the use of stocking systems with metal hydrides becomes a disadvantage in terms of weight requesting the integration of other stocking systems such as compressed hydrogen (CH2) or liquid hydrogen (LH2).

☐ Long period (0-250hrs). To guarantee a range of more than 200 hours with the same output, the weight of lithium batteries will be up to seven times more than that of a Fuel New plants will however differ in terms of proportion, because refits would require substantial changes with added costs. And to reach these energy levels (60000 kWh) innovative stocking systems would need to be installed such as those based on Liquid Organic Hydrogen Carriers (LOHC) which are currently already worthwhile or economically viable when considerable energy is at play. H2Boat's proposal is to go beyond the brief period, which has effectively already been solved by using battery operated systems and to introduce hydrogen technology with metal hydrides for medium period applications which would immediately revolutionise the current ways of enjoying the sea while waiting for the





Considering a five hour storage time which is equal to 1250 kWh worth of storage when taken from a 250 KW fuel cell system and where hydrogen technology (CH2 compressed hydrogen and MH2 hydrogen stored with metal hydrides), is preferred in terms of volume for ranges of over 2 hours when compared to (BAT) lithium batteries. As for weight saving, there is an advantage when range is beyond 3 hours.

arrival of new technologies capable of fully exploiting hydrogen on board.

But finally why hydrogen on board?

Hydrogen fuel cells deliver electric energy with zero emissions, and locally with no vibration or noise, thus complying to norms against pollution and adding greater on board comfort.

Nevertheless, even is the deployment of hydrogen technology in ships and more is expanding it is still in the initial phases of development: Just a short while ago fuel cell applications and flammable gases were not even foreseen in any of the norms and this meant that using these resources was 'de facto' almost impossible. H2Boat today can in fact propse itself as an intermediary company aiming to integrate fuel cell systems throughout this initial phase because we have all the know-how and the expertise in naval engineering and renewable energies that this specific sector requires. This way we will be able to work indistinctly on sailing or motor yachts below or over 24 metres. For further information: www.h2boat.it









"Race", is the name the owner chose. This jewel is the latest from the Riva boat yard which was founded by Carlo Riva. Today's 50 metre is built in steel and aluminium at Riva's Superyachts Division in Ancona which the yard's in house engineering team drew up with input from Ferretti Group and Officina Italiana Design which has an exclusive design contract applicable to all Riva yachts.

The owner contributed during the initial phases and requested custom built decor to the interior layout according to his personal tastes and chose free standing furniture for the exteriors.

The exterior design work by Mauro Micheli and Sergio Beretta offers timeless classic styling so as to avoid falling for what is currently la-



belled as trendy one moment, and is gone the very next. Long lasting traits instead like the aquamarine used for the waterline, embellishing steel elements applied to some of the structural parts with mahogany strips lining the bulwarks and the toe and grab rails.

Liberal use of this precious essence is also found below decks where this wood's dark colour prevails over other components in polished steel, leather and some of the furniture's diverse grey hues as well as several other details such as precious carpets that are deployed to protect Apuan white marble flooring. The same stone essentially









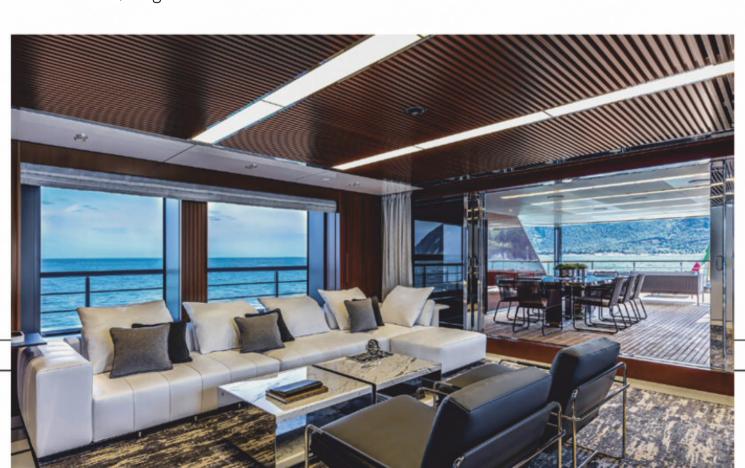
but of the statuarietto variety, enriches coffee table tops and lines bathroom walls with darker streaks which highlight the contrast with the furniture's mahogany lining and lacquered grey finishes.

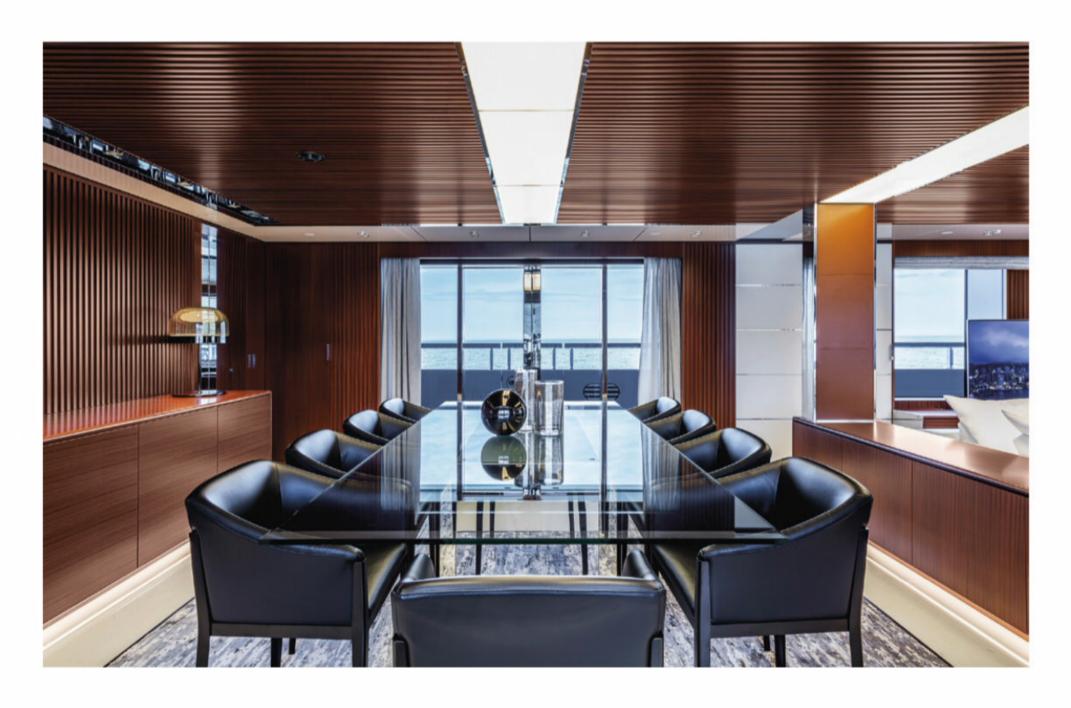
This styling is repeated along each of this 50 metres Riva yacht's five decks which sports something just below 500 GRT in spite of the numerous liveable areas the owner and his guests can enjoy. The passage ways installed enhance an already enviable sense of privacy where separate corridors for crew and guests are the norm.

Stepping on board from the stern into a large cockpit with Nomex®, free standing furniture which is light in terms of weight and is practically insensitive to heat and cold and highly durable through time. It is generally used at best in the aerospace industry. A large shoe basket, an icemaker and a pop-up 55" television set complete the picture. The interiors, engine room or beach area can be accessed from here as well. The

RIVA

50 Metre Race





beach area comprises two platforms one on port side the other on starboard side resulting in a larger surface area engendering greater contact with the surrounding waters normally accessed by using the sets of carbon steps on each side, which can be also deployed to launch and recover a Williams Dieseljet 625 tender. Crossing the threshold leading into the interiors, visiting guests are confronted with an ample bright open space featuring large window like ports where there's plenty of room for a living area equipped with a leather sofa seating up to eight, a television cabinet, and a dining area with a cut glass table and a seating capacity of up to ten adjacent to a pair of lateral doors opening out towards the exteriors. Enormous cut glass sliding doors seem to effectively reduce the dividing line between the surroundings and the numerous mirrored surface areas creating en ever growing play of bounding light which seems to increase the volume of the interiors further. The bow area along the



TECHNICAL DATA LOA: 49.90 m – Beam: 8.70 m - Draught: 2.63 m - Displacement fully laden: 514.95 tons - Gross tons: 499.00 GT - Fuel tank capacity: 55,000 litres - Water tank capacity: 13,000 litres – Sewage tank capacity: 7,000 litres – Engines: 2×1.000 kW MTU 8V4000M63 – Top speed declared: 15.5 knots - Recommended cruising speed: 14 knots - Range @ İl knots: 3,500 nm – Naval architecture: Riva - Exterior & Interior Design: Officina Italiana Design - Construction material: steel and aluminium - Classification: Lloyd's Register of Shipping LR Malta Cross 100, AI, SSC, Yacht, MONO, G6, Malta Cross LMC RINA Green Plus (Y) LY3 Statement of Compliance.



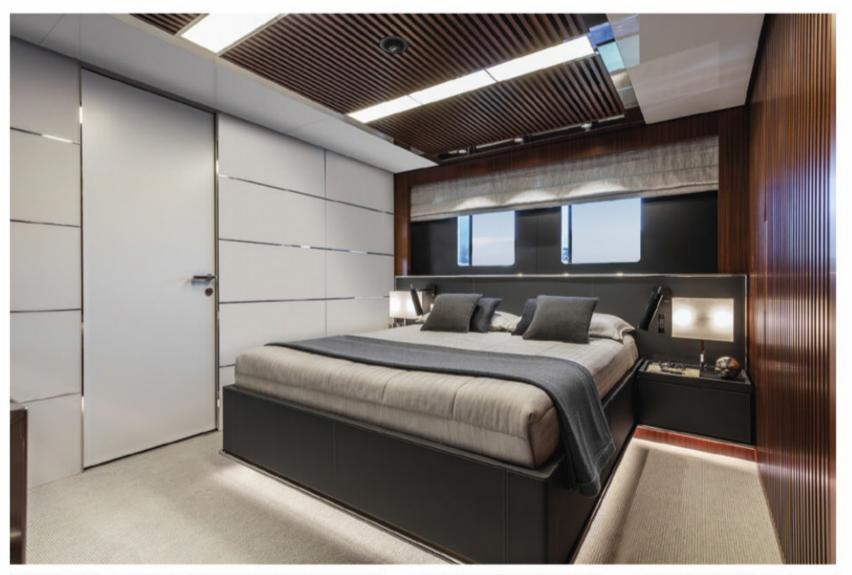
foyer with private study, a lounge with media room and the master cabin with bathroom en suite. Special care has been taken to dampen noise levels in the master cabin. At cruising speeds noise levels are never more than 40 Decibel.

All of the four guest cabins, three of which are doubles and one is a twin, are situated along the lower deck as the crew quarters are. Obviously access to each is separate from the other. The crew's quarters are inclusive of dinette, galley, cold cellar and storage facility. The captain's cabin is situated adjacent to the helm controls station along the main deck which also hosts a covered living area, with sofa, armchairs, wine cellar and thanks to a dumb waiter this area can double as a place in which to enjoy evening drinks and exquisite dishes in the exterior dining area featuring a corian table for 14 and a pair of electric windscreens on each side. Astern of this but separated by a 180° swivel and pop up television there's a furnished area featuring custom built sofas and armchairs. To enjoy even greater privacy when tied up in a port, the bow lounge can be deployed instead. Beneath this there's a hangar in which to stow a rescue craft and several water toys.

The sundeck covers an area of 120 square metres, 90 of these are shaded by a hardtop. A sun bathing spot, a pool with an incorporated hydro massage, a dining zone with BBQ and a rotating pop up television set complete the picture. Every interior and exterior section sports Lutron domotic technology through which you can also exploit diversely lit scenarios accordingly. With a pair of 1,000KW MTU 8V4000M63 engines, Riva "Race" can reach a top speed of 15.5 knots and at 11.0 knots it can cover 3,500 nautical miles without having to refuel.

For further information: www.riva-yacht.com — info@riva-yacht.com

RIVA50 Metre Race















Royal Huisman

The deck's layout comprises two compact deckhouses lined in teak with a smaller hatch forward to let the crew go about their work independently. Amidships there's a lounge area in which to socialize and a well furnished main cockpit in which to enjoy luncheons and dinners. The elegant and technologic wheel house separates the cockpit and the main access from the owner's private area. It is possible to descend directly from here to the owner's quarters which like the remaining interior surroundings are packaged in New England style with plenty of mahogany essences. The space made available for the king size bed in the owner's suite is on starboard side with alarge dresser opposite while proceeding toward the door accessing the cockpit we find a study and a walk-in wardrobe. The whole of this area is bright with natural light thanks to a considerable sky light which can be closed accordingly. The main deck hosts a large saloon which easily doubles as an elegant dining area facing the sea once the tables have been organized accordingly. Descending below decks we come to a media/entertainment room and a guest cabin with twin beds and a bunk bed. Aft toward the stern Aquarius hosts two VIP suites and the owner's master suite while proceeding forward toward the bow we come to the crew's lodgings where in addition to their cabins, we find the galley and a gym.

Aquarius









"I was impressed by Royal Huisman's collaborative approach" said Mark Whiteley who handled the interiors. "The shipyard is open to listening to new possibilities and options. Their mission has always been dedicated to finding the best solutions for the owners and their families".

For further information: Royal Huisman; Flevoweg 1, 8325 PA Vollenhove, The Netherlands; tel. +31 (0)527 24 3131; www.royalhuisman.com – yachts@royalhuisman.com



TECHNICAL DATA Rig: Ketch - LOA: 56.18 m - LWL: 41.17m — Beam: 9.51m — Draught: 4.80 m- Displacement: 264 tons - Gross tonnage: 298 GT- Sail plan: 1,390/3,000 square metres - Construction material: Alustar AA 5059 H321, AA 5083, H111 - Fuel tank capacity: 24,000 litres - Water tank capacity: 9,500 litres - Sewage water tank: 2,100 litres – Waste water tank: 4,000 litres – Top sped declared: 16 knots – Top speed when motoring: 14 knots - Range under power: 4,000 nm at 10 knots- Naval architecture: Dykstra Naval Architects - Interior Design: Mark Whiteley Design - Project Management: Godfrey Cray Maritime.



Royal Husman Aquarius





"Here Comes the Sun" with all of its 83 metres is Amels flagship. An elegantly beautiful superyacht the interiors of which seem inspired by modern villas overlooking the sea.











Amels

Here Comes The Sun

"Here Comes the Sun" was delivered in 2017. Prior to being officially presented this M/Y yacht explored the North and South American coasts, calling into 20 ports between Alaska and Brazil. By the time Here Comes the Sun reached the 2018 Monaco Yacht Show event which preceded the Fort Lauderdale Boat Show, the yacht had already accumulated 42,000 sea miles to underscore its ocean crossing capacities. Initialled by Tim Heywood who designed the entire Amels 242 Limited Editions platform to which this new 43 metres belongs and Flagship of this Dutch yard, this superyacht sports six decks with 2,827 GT. The interior layout comprises 9 suites for a total of 18 berths for visiting guests and 12 when chartered and accommodation for 26 crew. The styling of the interior decor

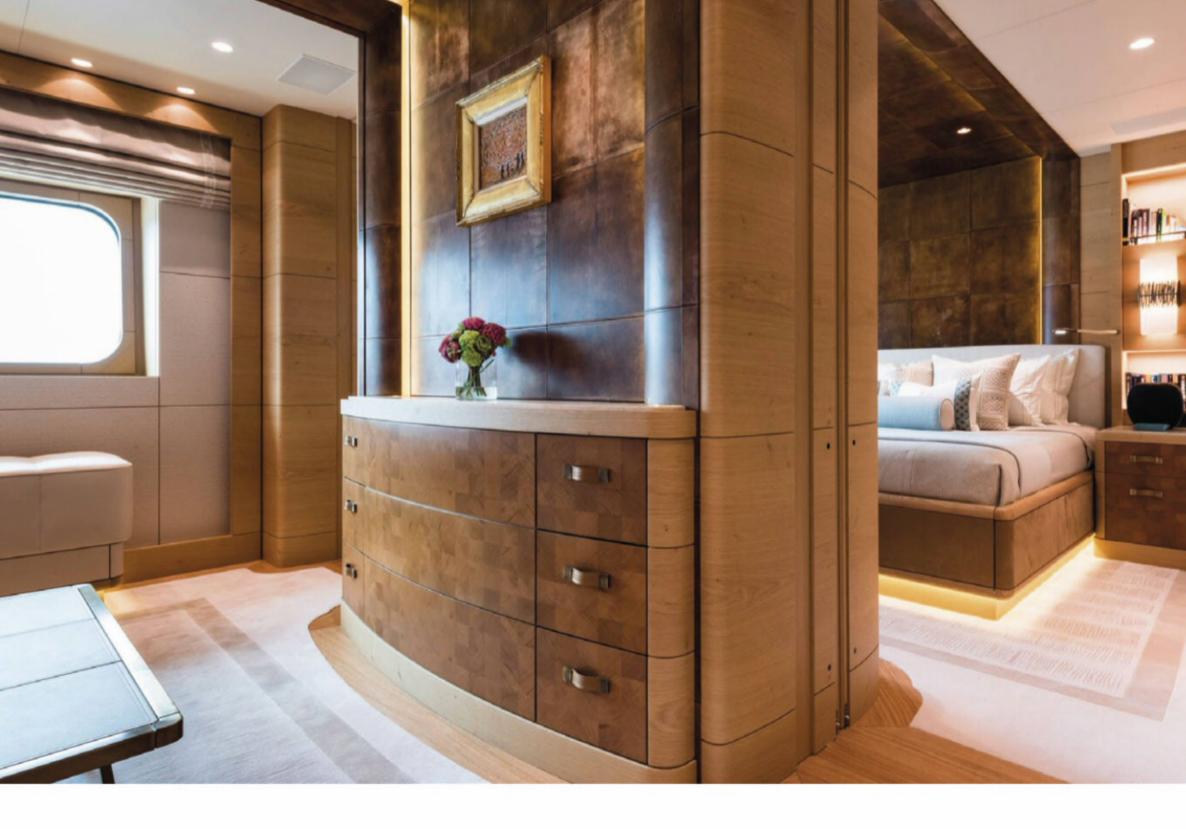






Here Comes The Sun





Amels

initialled by the renowned Andrew Winch studios recalls modern villas overlooking the sea and focuses on luxury hospitality in the conviviality of its enjoyable welcoming atmosphere. Thanks to the notable volumes at play Here Comes the Sun obviously offers outstanding features like a huge lobby amidships with an awesome stairway and lift, an enormous beach club aft in the stern area, which can be larger still when the lateral sides open out from the topsides, a swimming pool, theatre and games room and a Jacuzzi plus a collection of water toys to enjoy on the water while lying to an anchor as for example a considerable slide from the Sun Deck down to the water completes the picture.

"Here Comes the Sun" of Amels uses time saving pre engineered platforms which don't only lower costs but building times as well. There's plenty made to measure and custom choices to be selected from according to owners' requests regarding the interiors and exteriors as well but also in terms of design and decor provided that pre agreed technical requisites are not altered.

For further information: Amels; Koningsweg 2, 4381 NA Vlissingen, The Netherlands; tel +31 118 485002; www.amels-holland.com – info@amels-holland.com

FULL SPEED



DESIGN

AHEAD

by Andrea Mancini

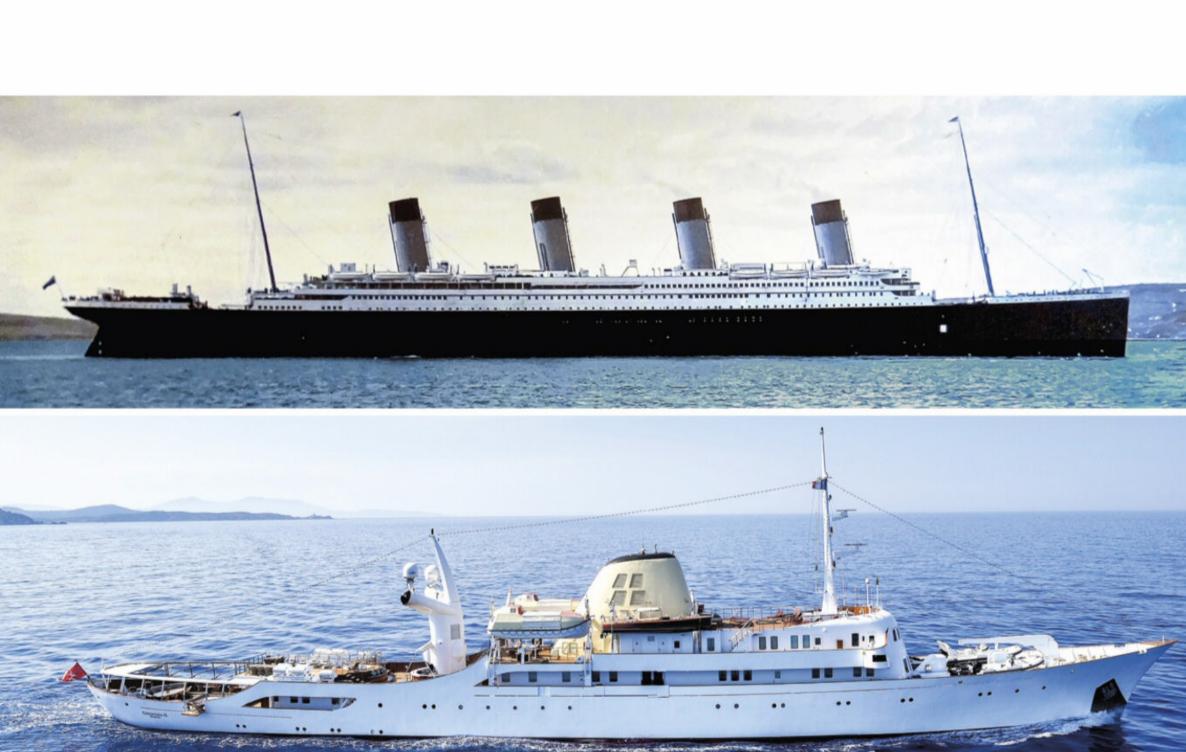
Classic yachts seem to have much of their superstructure aft towards the stern, however today they've been shifted towards the bows whether they're large ones or small ones. Why? Is it just another passing trend?

The three Fs come into play here, in fact the FFF acronym translates into form follows function which is also one of the most queried and more discussed widely used slogans in modern architecture. Coined by Louis Sullivan who taught Frank Lloyd Wright much of what he knew in the

essay entitled *The Tall Office Building Artistically Considered in 1896.* Should some of us consider it as a dogma you have to live with, others criticise it extensively since its function mightn't be unique insofar as it does not precede but generates itself during and after inception of the object itself, etc.

Without getting into any undesirable dispute and discourses it is a given fact that ships' shapes have evolved accordingly. So here comes a trawler fishing boat, or a tug, or a tanker or cruise ship as valid examples where form follows function. And last but not least here cometh a yacht! We've mentioned functions using plural forms as well specially when talking about ships from which the first yacht derived. Their function is to transport a given number of people from point A to B but not only, as passengers want to do so in comfort, efficiently and with little expenditure. If all this could be packed into a pleasant looking beautiful ship it would help certainly! And if we were to consider that "a thing of beauty is a joy forever" taken from John





As every passenger ship of its period the Titanic featured superstructure concentrated amidships to better exploit the central ample volumes of the hulls which at the time were still long and narrow. Centrally placed superstructures were also featured in the first large motor yacht Christina O owned by Onasis. To make room for a swimming pool and relaxing lounges in the stern areas, superstructures began to be shifted forward towards the bow.

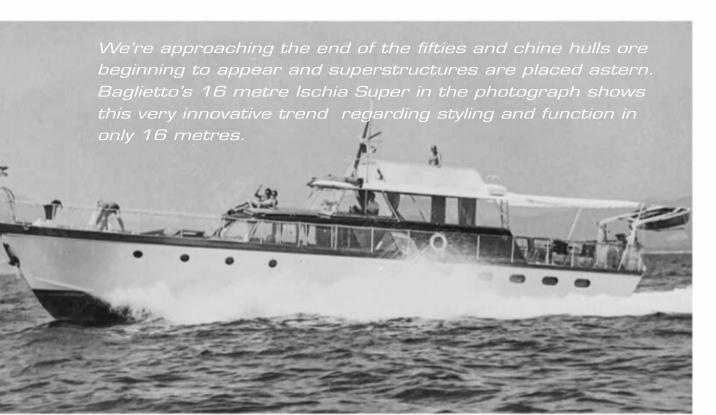
Keat's opening lines of the poem "Endymion" and that 'being beautiful becomes a function of the object itself, and even more so when talking about yachts.

But Shapes change as years go by just as much as functions do as they evolve, and so does the perception of beauty change. Going back a hundred years yachts had their superstructure concentrated amid ships' in much the same way as cruising ships did. This procedure paid off well because it offered better walking space along the decks amid ship's sides which were long and narrow leaving both bow and stern for manoeuvres, tackle and more while passengers were grouped at centre where ships' beams were wider and more comfortable.

Hence central superstructures remained as a large yacht's main feature for many years even if to be honest few of them were sailing, with one or two exceptions only. Onassis' Christina O during post World War II period continued to sport centrally placed structure while new builds were beginning to show different exterior layouts which were moved forward toward the bow area to make room for sheltered convivial settings astern and later to swimming pools and more.

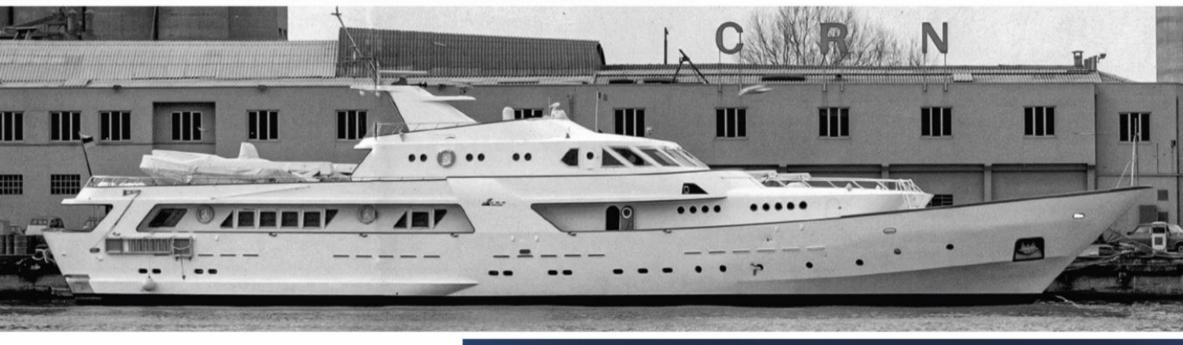
When chine builds appeared during the Sixties and Seventies yachts' hulls became beamier astern towards the stern and no longer amid ships just like the superstructures in large yachts. All of this for practical reasons, the

FULL SPEED DESIGN AHEAD

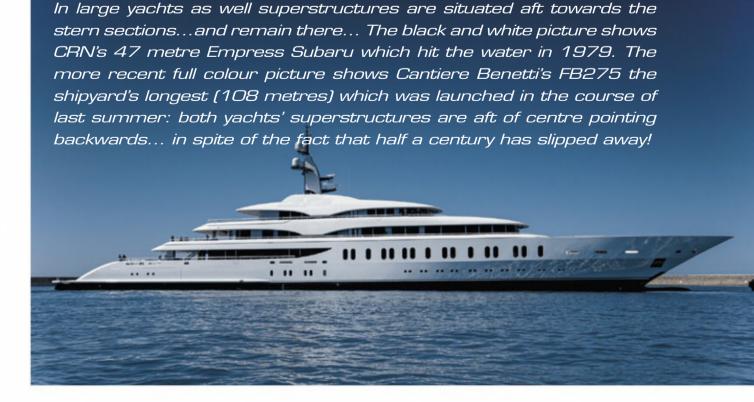


Well what about today? To be honest we see a bit of everything everywhere from bow to stern. But How's this possible? Well a more discerning look will demonstrate that the slogan: form follows function hasn't been abandoned completely nor has it become obsolete but this is not so true since form continues to follow function but...as time goes by functions also change.

Yachts' special features such as relaxation and entertainment have also been considered as function and the structural main deck areas have been situated forward in the bow areas thus freeing up more space for water toys, swimming pools and more. Much of the space made available astern thanks to high, awesome protective struc-



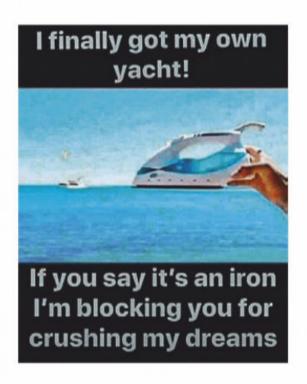
stern ends were by then beamier and more exploitable but also because the added immersed volume translated into enhanced comfort. The structural builds would taper down astern proportionally to the accrued speed chine builds offered. Here's another shape built to follow a function -greater aerodynamics albeit a more cultural function than a practical one borrowed from the automotive industry when compared to the effective gain in speed offered by large yachts. Because of this, still today large yachts feature two or three decks which are built at a very visible angle tilted toward the stern half of each deck... resembling a flat iron only when the yachts discussed are ugly to look at!



tural elements situated further forward towards the bows is exploitable even in adverse weather conditions or when underway. This requirement goes back more than two decades when the first Explorer, or Expedition models were catching on to face up to harsh heavy weather situations in climatically hostile surroundings consequently it became possible for guests shelter on the lee side so as to avoid head seas and extreme cold in arctic conditions.

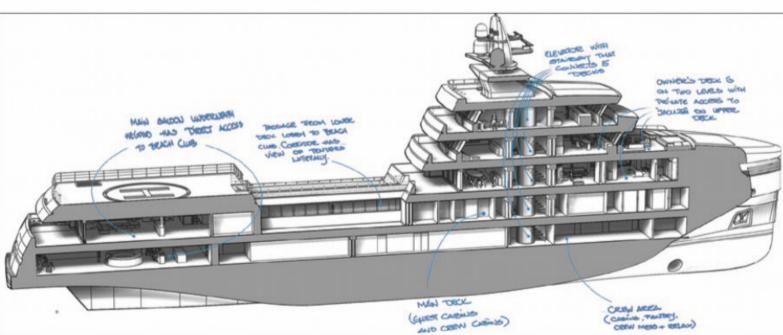
This way of conceiving yachts is also spreading in other models that aren't built to endure such harsh adverse conditions. On the other hand being able to step out on deck while being protected from cold seas, or just sheltering from gusty winds is still added value for a yacht built to offer entertainment, amusement and relaxation in fair weather.

Of course transferring everything forward from living rooms, cabins helm control stations etc. means situating



In today's collective imagination, whether large or small as it may be, it possesses superstructures with two or three decks which rise up pointing backwards on half of the aft section making the yacht vaguely similar to a wedge...or to a flatiron makes the yacht really ugly to look at as suggested by social media and networking!

them in less comfortable places where pitching and slamming into waves is accentuated. In plain language if the forward cabin bounces about a little more than the one or two at centre or in the stern, it becomes far less comfort-





The superstructures are all well forward of amidships in this 85 metre expedition supply vessel drawn up by Tommaso Spadolini for Rosetti Superyachts SpA. The ship's cross-section shows more than so many words can do, as to how the interior volumes and premises are concentrated in the bow area.

Full speed ahead also for Oceanco which debuted at the latest Dubai Yacht Show. Esquel is a concept for a 105 metre long explorer model inspired by Timur Bozca Design, Gina Brennan, Lateral Naval Architects and Engineering and Pelorus. Considerable teamwork which has gone beyond the layouts and patterns we've been accustomed to: In addition to the helm controls station, there are also several premises and areas reserved for quests and cabins, while the central portion of the main deck is out in the open. It can be exploited as a living area as well as a convenient place in which to store service boats, and off track vehicles. Instead, the area in the stern hosts a wellness centre with a swimming pool protected by a cut glass superstructure offering a unique panoramic

FULL SPEED DESIGN AHEAD

Further forward than this is impossible! We're looking at Project Ragnar which is a spectacular reconversion of an ice breaker into a 68 metre explorer. Or better into a fascinating Arctic Explorer Superyacht. The project design for this reconversion has been carried out by RWD yacht Design and finalised by Dutch Icon Yachts shipyards.

Other types of work boats feature bow superstructures like those designed as logistic support vessels to offshore oil platforms which must be able to maintain hi-speeds in heavy weather. That's why that in addition to superstructures in the bow area these fast work boats possess an Axe Bow studied and perfected by Damen shipyards. The result of this work produced Wave piercing Axe bows which enhance sea keeping capacities. The pictures show "Doña Diana", a fast 51 metre support vessel by Damen shipyards.



There are more than 100 of these weird ships cruising round the world. The superstructures of these are high and placed well forward in the bow sectors to best protect all of the areas aft of amidships. They're known as X-Bow® and have been built by Ulstein a Norwegian shipyard for more than 10 years as container carriers, supply vessels and cabling ones. Figure 10 shows the lines of supply vessels working off oilrig platforms. They're generally from 60 to 90 metres long. "Blue Queen" in the picture was launched in 2015 and is 83 metres long.







To be truthful bow superstructures have always existed on several types of fishing boats specially when the aft portion of the deck needs to be as wide as possible and free of clutter to leave room enough for fishing.

able than the ones further aft. But we all know there's no perfect solution. Every choice you make translates into a little compromising. In the given example greater exposure of the bow areas has been privileged even if it translates into less all round comfort as weather worsens. All of this is part of the equation which seeks the best compromise according to function.

Ulstein ship yard has now been offering work ships for over a decade with the same typology just mentioned. The ships





Ice class yachts differ from other categories since they've been conceived to cruise Arctic waters and extreme areas near the poles. New special designs have been carried out recently with data from preceding experiences in other fields.

The "Expedition 65m – Ice Class" concept by Studio Sculli proposes an interesting design where the layout of the volumes and more generally the design take after the X-Bow®.

The Dutch Damen shipyard one of the world's most important in building hi-tech ships, war ships, and passenger cruisers without forgetting



Support vessels, are principally used by larger yachts. They are one of the latest products from the magic world of superyachts. In the given cases the high structure in the bow areas protect water toys and gear the owner on the mother ship wishes to take along with him. The 20 metre YXT where YXT stands for "Yacht X Tender represents support vessels' entry level proposed by Dutch Lynx Yachts which stops at 36 metres. This vessel features maximum storage capacity both on deck and below.

are named named X- Bow® they're ocean crossing container carriers, supply vessels as well cabling ones. The same solution has also been adopted by service vessels to ferry crew from oil rigs but spare parts as well as other vehicles tucked away and protected when underway. These service ships feature great sea keeping and highly powerful engines. The same can be said for shadow boats or ships more appropriately since the smallest is 29 metres long and the longest is 90 metres long. They've been conceived to be 100% auton-

Amels branded yachts, have carried out project design work for an Ice Class line of yachts, a SeaXplorer line made up of three superyachts a 65, a 90 and a 100 metre which from a design point of view contain all of those design elements coming from elsewhere, from worlds estranged to yachting possessing a slim vertical bow with a touch of an axe shape to it and with superstructures situated in the bows as in the figure showing SeaXplorer 90.

Dutch yard Royal Huisman which builds some of the world's most beautiful and large sailing yachts, recently imagined an ideal support vessel for its larger models. ThirtyC design studio worked on the project with Dykstra Naval Architects and Royal Huisman. We're looking at a 70 metre long vessel which partly takes after large sailing yachts featuring low streaming superstructures with those typical of a support vessel which translate into higher more protective superstructures placed in the bow area. We're talking about the 70 metre long Lotus.



omous, to offer support and assistance when required to the mother ship. Obviously this latter one has to be nothing less than a megayacht of which the shadow boat becomes a discreet butler, an invisible yet fundamental one.

All of this is to say that also yachts change form and evolve to follow function which also changes and evolves...FFF in spite of everything!



AB 100 Lea III





With as many as three MAN 1,900 HP engines coupled to three MJP hydro-jets this yacht is definitely a maxi when considering performance and size. Despite a top speed of 55 knots it sports dedicated on board comfort even when cruising fast.

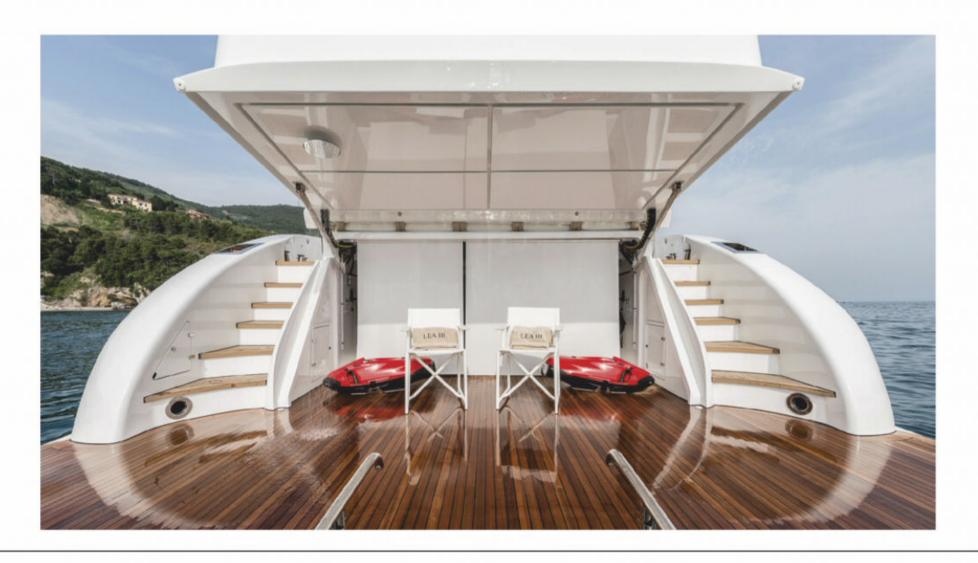






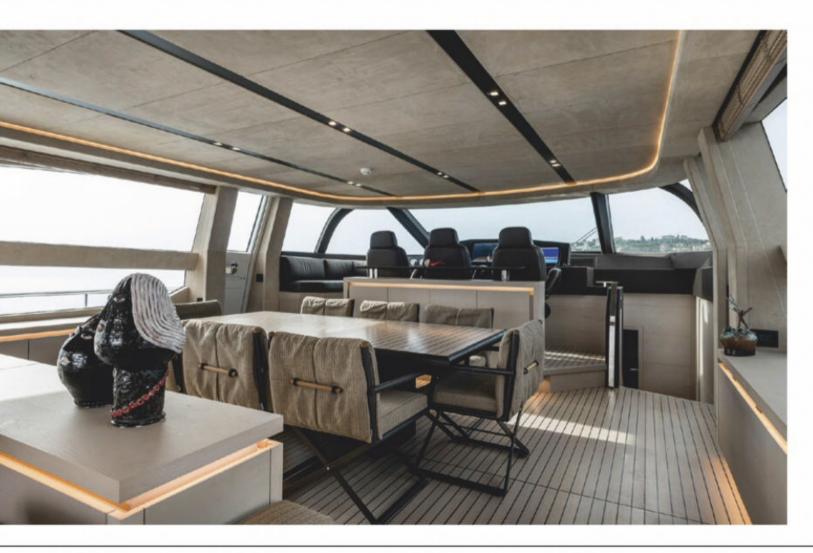
First introduced at the Cannes Yachting Festival in 2016 this open was built by AB Yachts in Italy. It is the link between the open AB92 maxi and the "navetta" AB116 small ship. The official overall registered length of the AB100 is of 23.99 metres in spite of its 30 metre LOA the AB100 offers loads of space and volume as a superyacht but doesn't have to comply with the restrictions and norms pertaining to superyacht ownership.

As for the aesthetics and silhouette of the AB100 they are the same as the yard's maxi open larger and latest generation models meaning the same reaction and manoeuvrability in stern seas, and similar lateral window like ports installed into the segmented GRP superstructure. This model's sporty looks are characterized with the yard's logo installed between the coach-





AB Yachts AB 100 Lea III



LOA: 30,00 m - Registered length: 23.99 m - Beam: 6.80 m - Draught: 1.30 m - Displacement fully laden: 90 tons - Engines: 3x2.000 HP MAN 12V - Hydro-jets: 2 MJP 500 CSU + 1 MJP 500 Booster - Top speed declared: 55 knots - Recommended cruising speed: 45 knots - Cruise range: 550 nm - Fuel tank capacity: 11,700 litres - Water tank capacity: 2,000 litres - Cabins: 4+2.



roof top and flying bridge.

The 2019 version the most recent one to date of the AB100, is "Lea III". The interiors of this model were carried out as requested by the owner, and Centro Stile AB Yachts with precious input from Gio Pagani realized a special line of furniture as requested which needed to be welcoming and warm. The range of colours deployed vary from diverse hues of beige to darker oak and wengè essences while the exteriors are painted in camellia white as the camellias in the owner's garden.

The main deck's layout offers a bright open space which includes the main living area which is furnished with an outstanding sofa, "chaise longues" as well as a 75" television set, a dining area with a seating capacity of ten around a teak slatted table. The raised helm controls station is decorated with coffee coloured non reflecting skin to maintain top visibility through the windshield.

The galley which is well equipped to satisfy any discerning chef's needs as well as the owner's quarters which comprise two double cabins and two twins are situated below deck. The first of these reveals a king size bed measuring two by two metres which is beyond standard but was owner requested, a sofa, a dressing table and a walk in wardrobe. The huge bed's elegant

AB Yachts AB 100 Lea III

headboard stands out for its soft Nubuck textile lining which rises as far as the ceiling to frame four large mirror panels. The same solution is to be found in the other cabins as well.

The crew mess room, galley, and access to the crew's night quarters boast lacquered surfaces as well, the latter can be reached from an external passage way so as not to interfere with the

area reserved for guests.
There's plenty of room in the cockpit area in which



to relax and to enjoy meals. A pair of stairways lead from here, contouring each of the transom's two sides and descend to the platform at the water's edge forming a beach club area. The bow area of the main deck reveals a lounge furnished with a sofa and sunbathing gear which thanks to a removable sun awning can provide shade when wanted, while the sporty looking fly deck is equipped with sun beds, sun pads a second helm controls station and a dining table. From this point visibility is enhanced and so is the desire to open up the power deriving from three 2,000 HP MAN engines which coupled to an MJP booster will propel "Lea III" to 55 knots.

For further information: AB Yachts; Via Marina di Levante 12, 55049 Viareggio (LU), Italy; tel. +39 0584 38191, fax 0584 3819333;

www.abyachts.com info@abyachts.com





Together with the Grande S10, the S8 represents the second unit of the S collection Azimut Yachts presented in the course of the past yachting season. This model features technical solutions and innovative layouts.

by Daniele Carnevali



TECHNICAL DATA

LOA: 24.63 m – hull length: 22.98 m – Beam: 5.55 m – Draught: 1.75 m – Displacement fully laden: 58.00 tons– Fuel tank capacity: 4,000 litres – Water tank capacity: 1,100 litres – Engines: 3×1,000 HP Volvo Penta IPS 1350 – Top speed declared: 34 knots – Recommended cruising speed: 28 knots – Cabins: 4+2 – Berths: 8+2 – Bathrooms: 4+1 – Exterior Styling & Concept: Alberto Mancini – Interior Design: Francesco Guida – Construction material: Carbon Fibre + GRP.

In the course of last September's Cannes Yachting Festival and next to the Grande \$10 and the 78 of the Fly collection and the Atlantis 45, Avigliana Azimut Yachts ship yard presented to everyone's surprise the \$8 as well. We're talking about a sport fly deck in other words a typically proportioned yacht from the cruiser coupé line but featuring a small

upper deck which is virtually all comprised into the superstructure. Just as for the latest proposals, for this model as well Azimut turned to Alberto Mancini designer who successfully maintained the presence of the existing continuity there is with the styling of other models he designed. Here as well we can see some of Mancini's peculiar traits whose past in the automotive industry's car design field stands out in the S8 from the use of GRP for some of the body work, or as decorative elements and structur-



Azimut Yachts 58



al uses. This Azimut yard has also applied latest generation carbon-tech technology to this yacht as well as in all other Azimut models. In a nutshell talking about GRP is not 100% correct. In fact carbon-tech technology uses a more refined and light carbon fibre to build the deck, transom and platform as well as in a more hybrid form the actual superstructure. Being lighter, carbon fibre can be used more extensively in su-

perstructures while maintaining the correct distribution of the weights with obvious advantages concerning fuel consumption and more efficient engine power. The S8 boasts three Volvo Penta IPS 1350 engines with 1,000 HP each while benefitting of ECS (Enhanced Cruising Solutions) linked to Active Trim Control and Driving Joystick. According to the yard's data, the yacht reaches a top speed of 34 knots and 28 when cruising.

In addition to technical and design innovation the S8 offers interesting solutions in the interiors and in the layout of the same. Designer Francesco Guida proposes them in two forms Platinum and Black Pearl decor. Both of these solutions stand out accordingly thanks to the presence of an intermediate deck between the main one and the lower one which is exclusively dedicated to the professional galley which is well isolated from the other areas.





Azimut Yachts S8

Furthermore the creation of a separate space was dictated by the designer's will to privilege the night section which in fact hosts four cabins, of which one is full beam and dedicated to the owner, two are twins and one's a VIP plus a separate area for the crew.

The day living quarters comprise a separate dining room and a lounge in which to relax. In the cockpit there's a small convivial saloon, equipped with a large sun bathing area, a sofa and separate dinette while proceeding forward toward the bow there's a lovely main saloon and dining area.

The bow external deck segment is furnished with a large lounge area, while aft in the stern there's a pivoting Platform Expander which makes the bathing platform larger transforming it into a beach club area.

The sport flying deck situated at the very top houses the second helm controls station and a further dinette.

For further information: Azimut Yachts; Via M. L. King 9/11, 10051 Avigliana (TO); tel. +39 011 93161; www.azimutyachts.com









85 GTS

by Danny Lo — Photos by Tom Van Oossanen



In its all black attire which makes it difficult to spot by night and with those square shaped forms which make it look more like a Stealth fighter plane, this Otam 85 GTS delivers some fear. Still it's a comfortable yacht designed to cruise with family and with larger interiors that you might have expected.



Three years ago in 2017 Otam 85 GTS, had not been conceived yet but in the course of the Cannes Yachting Festival, "We were presenting the Otam 80ht which attracted much interest for its hi- performance capacities, efficiency and for the second full beam master suite placed amidships", explained Matteo Belardinelli, Sales & Communication Manager. "Several clients expressed considerable interest for a diverse and open or semi open version of the yacht which got us started with preliminary R&D work".

This research and development area led by Gianfranco Zanoni, CEO at Otam but also production and sea trials' director and winner of several events in offshore events as well as a university degree in mechanical engineering invited Umberto Tagliavini and his Marine Design & Services to collaborate in finding adequate solutions to clients' requests. First point on the 'to do' list which needed immediate addressing and is part of Otam's DNA was performance which in the specific case had to be stepped up. Harnessing two hefty MTU 2,600 HP engines to Arneson Surface Drives in collaboration with Rolla which had to design a pair of propellers — of which there's copyright. This additional factor further increased the 85 GTS' performance to a top speed of more than 45 knots as stated by contract. The new six bladed propellers allowed to reduce fuel consumption to 16 litres / nm at a recommended cruising speed of 37 knots. To dampen vibration also at top speed and to reduce noise from spreading towards the interiors was also listed . The owner's suite noise level never exceeded 43 dB against the 45 dB agreed to by contract.

The Stealth design was further accentuated by the all black hull and superstructure which was carried out by Joseph Dirand Architecture Paris' studio which worked side by side with the owner and his representatives, max Riedl from Cornelsen & Partner



TECHNICAL DATA

LOA: 25.85 m – Beam: 6.00 m – Displacement fully laden: 63.00 tons – Dry displacement: 57.00 tons – Fuel tank capacity: 8,000 litres – Water tank capacity: 1,000 litres – Waste water tank capacity: 350 litres – Sewage water tank capacity: 350 litres – Engines: 2x2,600 HP MTU M96L – Drives: 2xArneson Drive ASD 15 – Top speed declared: over 45 knots – Recommended cruising speed: over 37 knots –Range: over 350 nm – EC classification: A.



who collaborated as technical surveyors and Damien Sauvage from Sauvapowerboats as commissioning supervisor.

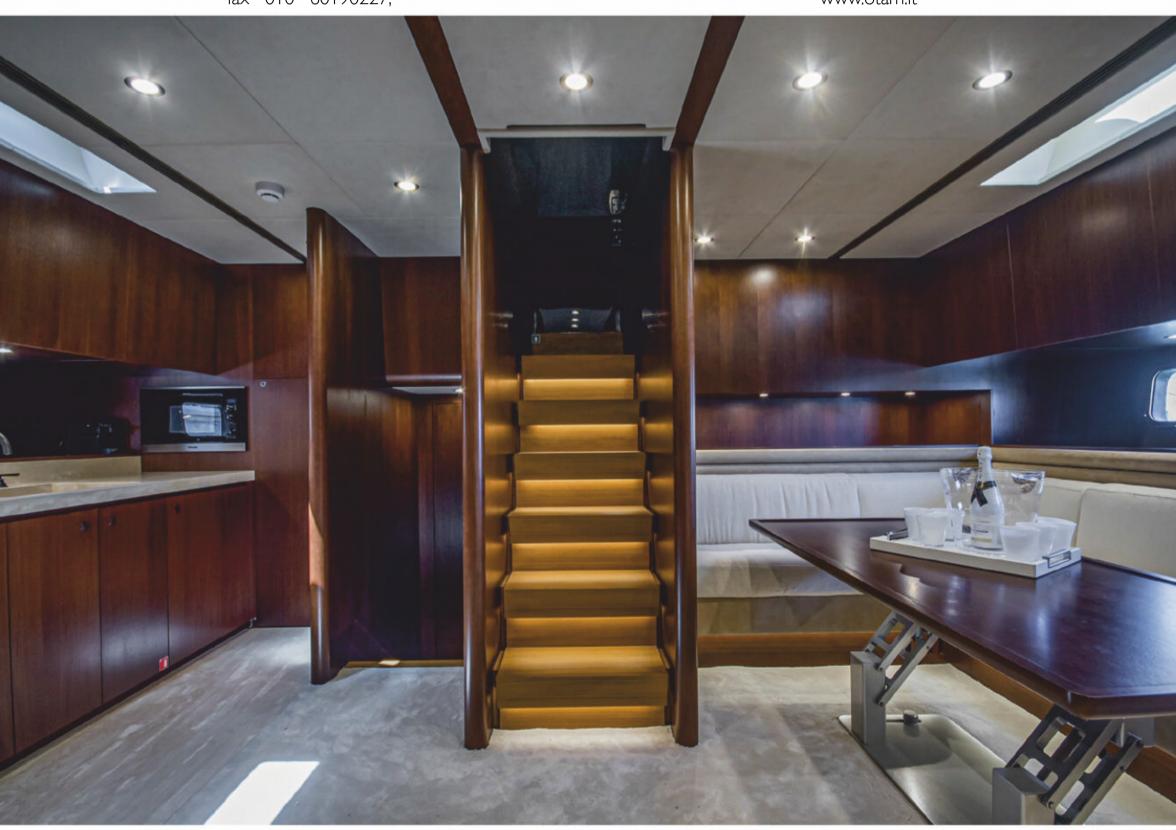
To satisfy the owner's requests who was keen on a semi-open solution, there was need for a hard top in composites with built in air vents with a convincing design work, which looked attractive enough and well integrated with all of the rest. In other words its shape had to conceal the dining area while hiding from view the device opening a small awning. The exterior layout offers several large areas in which to relax, as can be rightfully expected from this yacht's typology. The interiors on the other hand offer volumes that go beyond all expectation, with two full beam large master suites, one at amidships and the other in the bow sector, plus a central area containing the galley and living room. The crew quarters are situated in the bow with separate access so as not to interfere with the owner's privacy and that of his guests.

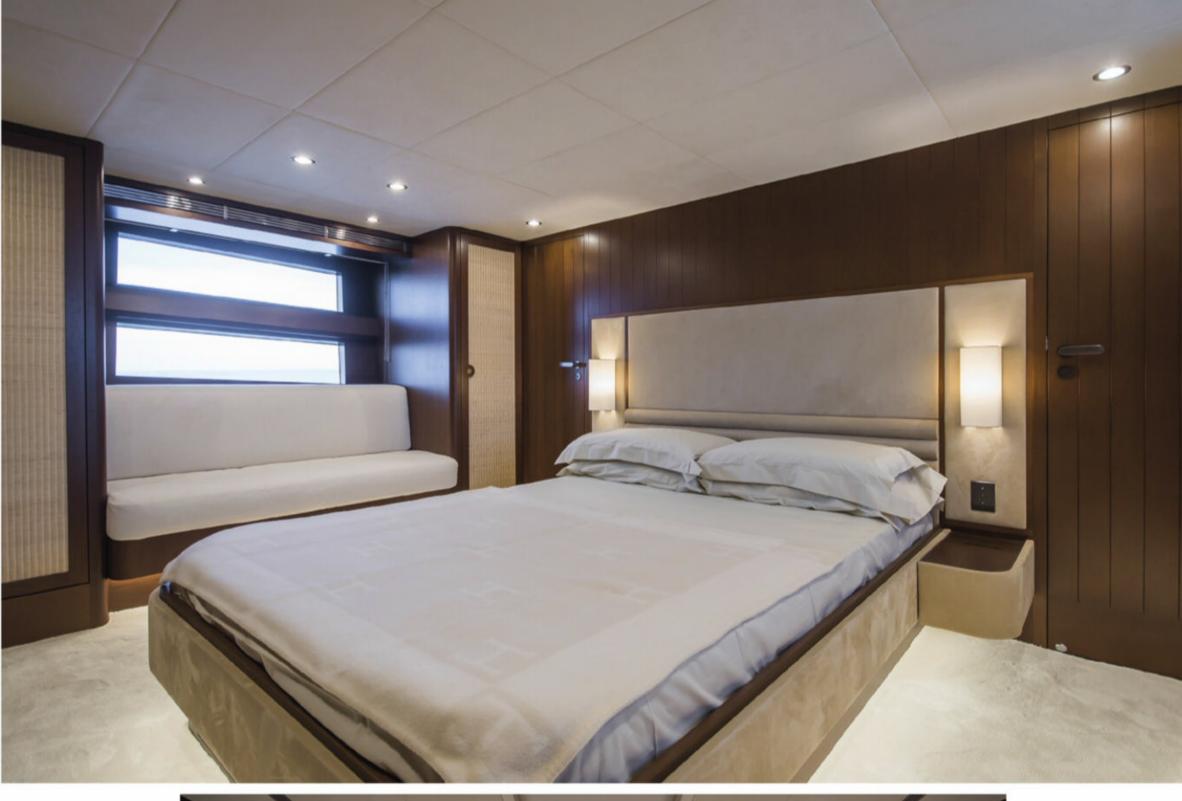
"L'85 GTS is Otam's 'one off' philosophy which aims to offer maximum flexibility without limiting in any way the owners' want for exclusive solutions inasmuch as they mirror their personal needs which means looking out for a real custom built yacht', commented Matteo Belardinelli.

For further infor-Via Cibrario 2, 16154 (GE), Italy; tel. +39 fax 010 60190227;

85 GTS

mation: Otam; Sestri Ponente 010 60190212, www.otam.it







DUTCHCRAFT



TENDER & TOYS

DC25

by Daniele Carnevali

Sietse Koopmans owner of Zeelander Yachts and founder of DutchCraft in Holland recently presented the new DC25 which lends itself as a large tender. The DC25 stands out for its carbon build, open design but with high topsides in line with latest minimal trends and judging from what's already been seen with the DC56 first presented last Autumn, its layout can be easily customized to suit owners' wishes. Just as, in the larger model this 25' can be organised as day cruiser, sport fisherman, dive boat or even like a fast unit with which to transport water toys as what happens to large supply vessels. After all thanks to electric engines there's plenty of space as conventional engine rooms are simply not there which results into much acquired extra space. The sets of batteries are in fact placed under the flooring with an output of 79 kWh on the drive shaft which is enough to propel the yacht up to 32 knots with a range of 75 minutes. Descending to TECHNICAL DATA LOA: 8.04 m - Beam: 2.38 m - Draught: 0.82 m - Standard battery pack: 79 kWh - Optional battery packs: 106 kWh e 127 kWh – Water tank capacity: 42 litres – Peak power (20 sec): I35kW - Continuative power: I00 kW - Top speed declared: 32 knots – Range at 6 knots: up to 6 hours o – People carried: 12 – Construction material: carbon fibre.

6 knots it can cruise for 6 hours without stopping. "At DutchCraft we believe electric propulsion will be key in a future that cares about ocean preservation," added Koopmans sales & marketing manager at the shipyard. "We're committed to investing in this positive movement and the technology that we have developed for the DC25 is a step in the right direction."

Some of this yacht's other features are found in the larger DC56 model, meanwhile there's project design work being

drawn up for a limousine version which will be sporting a pivoting hardtop that can be removed to facilitate storage in the garage and a bow hangar which once open can double as boarding ladder to step off and back on a beach for example. Thanks to a shallow draught deriving from electric propulsion it is possible to get very close to the coast. For further information: DutchCraft; Gelkenes 44b, 2964 AC Groot-Ammers, The Netherlands; tel. +31 (0)184 785047; www.dutchcraft.com – info@dutchcraft.com





PROJECT & DESIGN
27 TENDER

by Danny Lo







The 27' Tender is a natural evolution of the preceding one; the 24' built by French IconCraft. Italian designer Marino Alfani contributed with design work and naval achitect Guilhèm André-Heriaud designed the water lines. The 27' Tender built in weight saving aluminium alloy stands out for its minimalist design with an LOA of just 7.32 metres, It has place enough for a jet ski. "We're talking about a highly recognisable boat thanks to an attractive modern design with a cockpit which is decidedly larger than the ones found on larger models (10 square metres), a garage for jet skis or other water craft of the same nature. The T 27' is equipped with engines which can deliver a top speed of 24 knots" explained Marino Alfani. As for the choice of a pair of performing engines, E-Tec G2 Evinrudes have been chosen. These can be installed as single with 250 and 350 HP or in pairs with the engines delivering from 175 to 250 HP.

Among other distinguishing traits pertaining to this interesting model we find outward opening topsides aft near the stern which increase the space available in the cockpit, the helm controls are situated at centre as well as a small dining area in which to sunbathe.

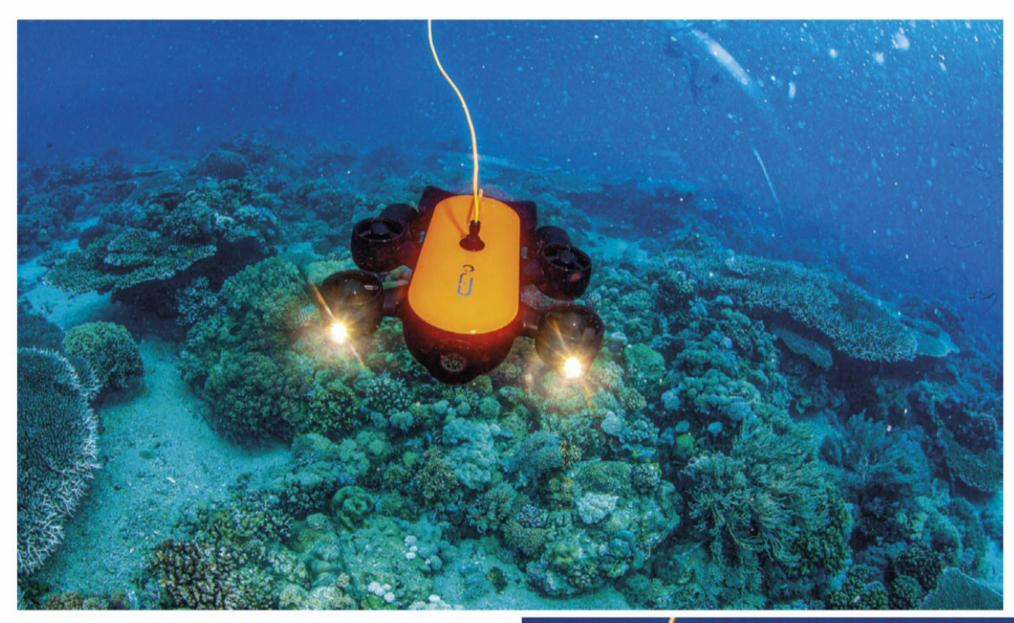
Marino Alfani, who is now at his fourth contribution with the French shipyard has recently been developing the new 34' which is currently being built and the 38' which is being engineered at the moment.

For further information: www.iconcraft.fr welcome@iconcraft.fr — www.marinoalfani.comn info@marinoalfani.com

TECHNICAL DATA

LOA: 7.32 m – Beam: m 2.50/3.52 m – Draught: 0.48 m – Dry displacement: 2,208 kg – Fully laden displacement: 2.800 kg – Fuel tank capacity: 250 litres – Water tank capacity: 80 litres – Engines: 2x150 HP Evinrude E-Tec G2 – licensed to carry: 8 – EC Classification: C – Construction material: aluminium.





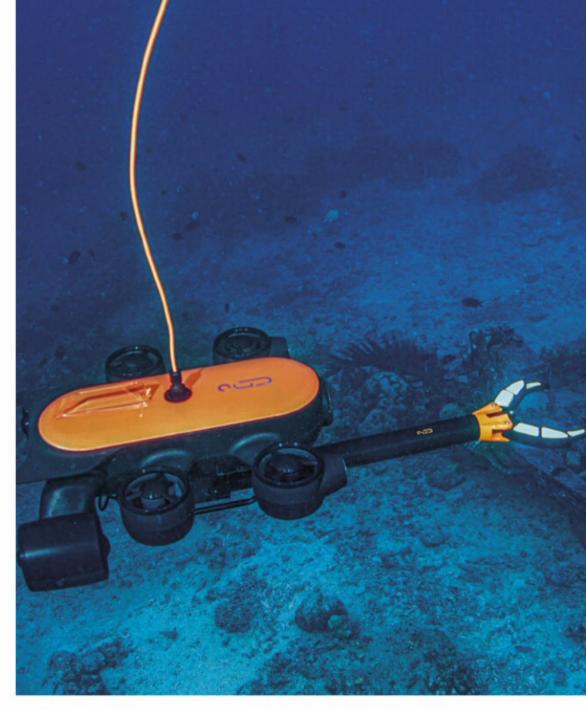
Two 1,500 lumen lamps deliver plenty of light to dark surroundings while lithium 9,000 mAh,TSA certified batteries can operate for up to 4 hours continuously. Internal memory capacity in which to store material is of 32 or 64 GB. Thanks to a 1,080P resolution Titan also offers to view what the bottom of the sea in the area of choice has in store by showing it on a standard device such as an i-Pad which can be inserted into a specially built joystick remote control. There are six thrusters of which four are vertical and two are horizontal with speed options make things easier also for beginner drone pilots. In auto hovering mode filmed images are significantly stable also when in the presence of underwater currents.

Some extra accessories like red and violet filters are available on request to improve quality specially where the presence of algae is considerable, an HC6121 microphone will ensure recordings thanks to an extending robotic arm equipped with a pair of pliars which enable the collection of objects from the bottom of the sea. Something that can be deployed usefully should your best pair of sun glasses drop into the ocean.

For further information: www.geneinno.com info@geneinno.com

TECHNICAL DATA

Measurements: 390x347x165 mm – Weight: 4.40 – Maximum depth: 150 m – Top speed: 2 m/s – Battery: Lithium 10.8V 9.000 mAh – Engines: 6 thrusters – Range: 4 hours – Recharge time: 3 hours – Sensor: 1/2.5" CMOS, 8 MP – Video resolution: 4K, 1.080P – Video Format video: MP4 – Images format: JPEG – Lens: 160° Ultra Wide Angle – Illumination: 2x1,500 Lumen – Memory: 32/64 Gigabytes – Operative systems: Android and iOS.



COMPANIES

MARINE ELECTRONICS

Navisystem Marine Electronics with HQ in North West Italy soon became one of the pioneering firms dealing with on board electronic systems since their inception in 1993. The firm's core business is the production of satellite antennas.

This firm has been producing a wide range of Television and hi-speed internet antennas for more than 26 years. All of this company's production is built in Italy and yachts registered in many foreign countries use them judging by the notable quantity of the company's brand name seen on foreign superyachts. We decided to visit the company's head quarters in Massarosa to have a chat with the company's founder Brunello Locatori.

How are you tackling this difficult long period of recession which has been going on for more than 10 years?

Navisystem is considered as being a consolidated firm in its fields of activity and in spite of the still



Your leadership has also been confirmed by your constant presence at all yachting's major events. So what are your plans for the future? If we stick to our scheduling, we'll be exhibiting at the next Versilia Yachting Rendez-Vous which is due to start and last for several days from May 28th through to May 31st. Following that we'll be at the Genoa International Boat Show from September 17th through to the 22nd which precedes the Fort Lauderdale International Boat Show to be held from October 28th to November 1st. Which new unprecedented material and gizmos will you be presenting to the market?

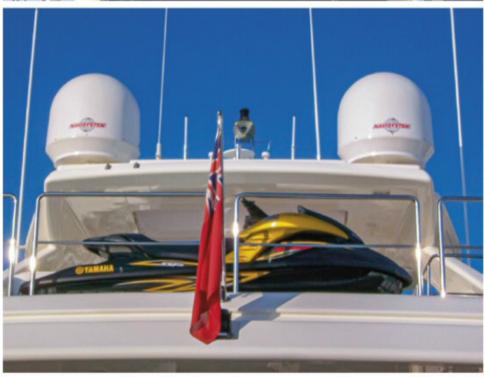
We're always very focused on market requirements and after several brain storming sessions we decided to introduce most of what's new like the Gyrotrack System which shuts out magnetic interference and upgrades tracking capacity by 50%, as well as competitively priced new models from the SK line made up of Television and VSAT hi-performance antennas, the VSAT NEVV-2 range made up of light weight, fast, performing and professional plants, third generation DVB-2 OpenAmIP systems, second generation DVB-2 Tuners with incorporated auto variable gain, a stabiliser 4 shaft system with new 0.2 precision engines, Ka antennas for new satellites, as well as models which integrate Ku and Ka antennas which are also efficient when working simultaneously while bearing in mind that all our systems are now quieter. For further information: Navisystem Marine Electronics; Via Fon-

dacci 269, 55049 Massarosa (LU), Italy; tel. +39 0584 425454;











VIDEOWORKS'

COMPANIES

NEW CHALLENGES

From being a small company installing Audio/video plants, Videoworks has become one of its sector's leading firms with offices in Italy, Holland and the United States.







Back in the seventies Mauro Pellegrini's group was the main supplier and installer of Hi-Fi plants in homes and in professional studios in notable radio stations and private television channels with a considerable number of clients. In 1974 the Videoworks division kicks off to a good start by installing audio/video plants into yachts for CRN and Perini Navi but also the first plants which were not part of the company's core business which began to spread and be quoted on the stock exchange in 1998. That is when Technical Director Maurizio Minossi was taken on and Videoworks from supplier and installer became system integrator expanding to cover the whole of Europe's exclusive yachting segment as well as 'architectural' and 'business' clients with two logistically important offices in London and in Moscow. 2015 turned out to be an important year considering the company's further growth which launches Videoworks Europe in Aalsmeer near Amsterdam so as to be even closer to some of the largest and most consolidated European shipyards of interest.

Having by then become an international group operating through three 100% controlled companies in Italy, Holland and the USA, and having registered an increase of production value equal to 37% in the course of the preceding three years, Videoworks decided to take on new challenges by reorganizing its assets, maintaining a strong capital structure and strengthening management also in day to day activities. The companies' shareholders in fact agreed to increase capital and shares to guarantee better stability in the mid and long term. Maurizio Minossi will be nominated CEO at Videoworks in the course of this year's first quarter while continuing as CTO. "I am honoured to pick up the baton from Mauro Pellegrini and to continue with the managing team, to guide our group towards a position of excellence and of acknowledged add-

ed value in collaboration with our customers," said Maurizio Minossi.

Mauro Pellegrini will be nominated President while continuing as Sales Director for Italy. "I am very satisfied with this new growth phase". He declared. "I think this new company organization, made up of people who contributed from inception and throughout the development of Videoworks, can further help the company and make it grow". Commented Mauro Pellegrini.

The challenge the company's new set up will have to face up to will be the plant installation in the new Pricewaterhouse-Coopers skyscraper which will be in Milan's CityLife district. In fact Videoworks has been chosen for the equipping of about 200 multitasking rooms and 100 small and mid- sized ones which will be added to the listed orders for approximately 50 project rooms, 6 executive rooms, 5 polyvalent ones, 2 auditoriums and 1 boardroom.

For further information: Videoworks SpA; Via Albertini 36/E13, 60131 Ancona, Italy; tel. +39 071 99513, fax 071 9951390; www.videoworksgroup.com – info@videoworksgroup.com



SEASTEMA



ACCESSORIES

LIGHT BRIDGE

by Fabiano Maresca

Seastema, a Fincantieri Group company which has recently realized a new lightweight console to offer more natural light to the helm controls station, hence the name Light Bridge. Thanks to new interfacing capacities, the company has recently realized a plant which foresees the separation of cables and of computers which are normally placed a into a separate cabinet away from touch-screen display/monitors. This means that shipyards can choose whether or not to opt for smaller helm controls stations and there-

fore leave the extra space accrued toward more liveable areas, or to take advantage of a smaller console resulting into a more comfortable and bright area. Light bridge requires less cabling which translates into less complex installations and maintenance, so in a nutshell plug 'n play consoles which are easy to install with standardised interfacing and touch screen monitor/displays and integrated functions which are easy to read and aesthetically catchy. For further information: www.seastema.it



BESENZONI

ACCESSORIES

P 260 LADYBIRD

Besenzoni's P 260 Ladybird is a wheeler's elegantly designed armchair perfectly adaptable to exteriors or interiors. This armchair can be installed onto stainless support brackets or painted ones. It's electrically adjustable on a horizontal planeand a vertical one. Ladybird can also be installed onto support brackets with gas filled pistons and a manually operated lever. The armchair can be tailor made with leather or other material, bearing the name of the yacht or logo. A choice of two diverse types of stitching is also available, one is standard, the other is a diamond pattern. www.besenzoni.it





BLOHM & VOSS



LADY MOURA

Camper & Nicholsons has put up for sale one of the few models that have succeeded in leaving its mark in yachting history. "Lady Moura" which Blohm & Voss launched in 1990 sports such very high standards that are difficult to match even by today's more modern models. With an LOA of nearly 105 metres she's still one of the most majestic sailing yachts.





Blohm & Voss



FOR SALE

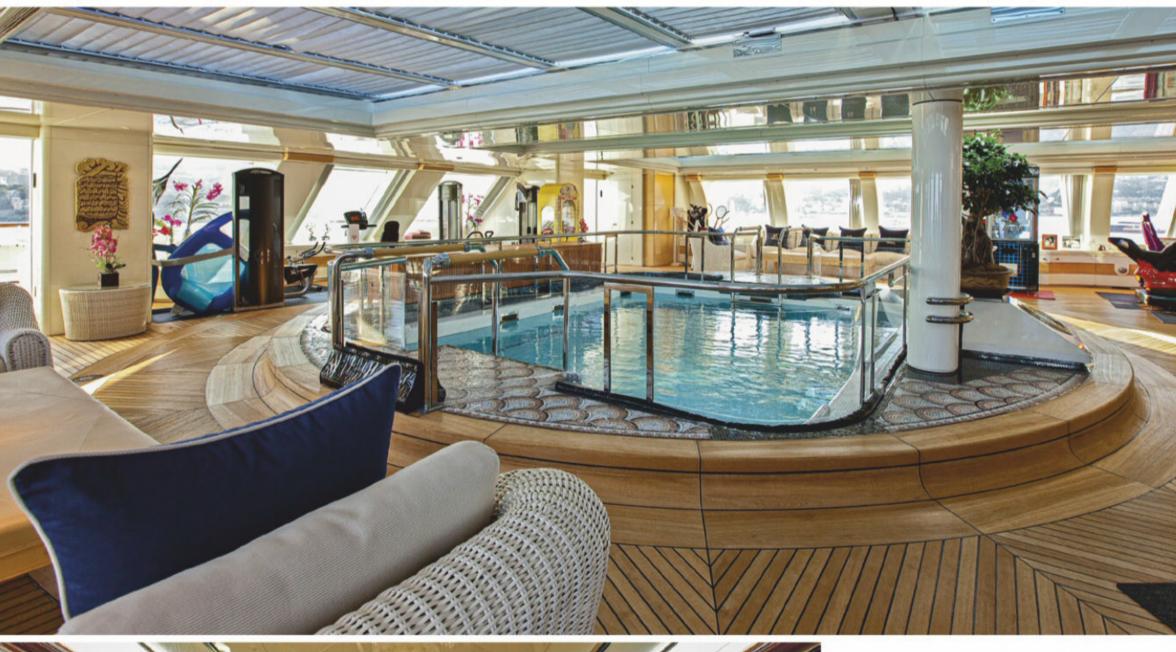
Lady Moura

At the time of its launch Blohm & Voss's Lady Moura was the ninth largest model in the world and detained the record for being the most costly. With a Gross tonnage of 6,359 tonnes and a technologic ocean crossing air about it which elevated the standards of yachting to an unprecedented level which today is still difficult to beat. There's no detail anywhere which has been overlooked. As for the project design work it is still avant garde in several of her aspects comprising several elements that might have contributed and inspired the new generation of superyachts like for example an expandable beach club, a gym, helipad, and theatre which can double as a disco equipped with a DJ's console, a surgery and a covered swimming pool – but whose roof top is retractable - and covers the wellness centre and sauna.

Most probably lady Moura's main secret is that she was probably commissioned by an owner for his own private use and not destined to the transportation of charter parties and was therefore developed to grant, himself and family enough time to enjoy extensive sailing for long pe-









riods in complete comfort. After all with a range of 8,000 nm at 17 knots there is no visible need to have to return to tread on land. Of the seven decks connected via a lift one is dedicated for the family, with a surface area of 2,600 square metres which can host six cabins as well as an owner suite. On board there are two separate galleys, one is dedicated to the owner and the other for the crew, and there are two separate laundries so as not to confuse guests' clothes with the crew's.

There's accommodation enough for up to 26 guests and 72 crew. The interiors

Blohm & Voss



FOR SALE

Lady Moura





TECHNICAL DATA

LOA: 104.85 m – Beam: 19.00 m – Draught: 5.40 m– Gross tonnage: 6,539 GT – Engines: 2x6.868 HP Deutz – Top speed declared: 20 knots – Recommended cruising speed: 17 knots – Range: 8,000 nm – Guests: 26 – Crew: 72 – Ship yard: Blohm & Voss – Year of construction: 1990 – Year of major refit: 2019.





were designed by Luigi Sturchio they are more than a convincing example of refined opulence, embellished with materials and finishes equal to those in a luxury five star hotel. Notice the gold name plate with the owner's name on it for a better idea. As for recreational activities as we've seen there's a wellness centre and gym with sauna plus an indoor swimming pool with a retracting roof top so it can be exploited almost any day of the year. Lady Moura's beach club is situated in the stern area amidships. The gates open out on each side to allow the owner and his guests easy access to the sea, as always hydraulically manoeuvred hangars conceal numerous tenders among which there's also a Boston Whaler.

During the off season of 2018/2019 Lady Moura returned at Blohm & Voss for major refit work which entailed among other things a total restoration of the crew areas and technical rooms, the overhauling of generator sets and the reconditioning of the main engines as well as the substitution of the teak decks.

For further information: Camper & Nicholsons International;

camperandnicholsons.com

AN INTERVIEW WITH



STEFANIA TAGLIAVA

by Martino Motti

Which part of the world do you come from chef?

I come from an island, from Sicily, I was born in Palermo.

How did you get acquainted with the sea?

The first memories I have as a child are of the sea. I grew up with my feet in the water, I can remember spending long summer afternoons on my haunches trying to catch crabs or simply watching fish with an underwater mask on my face. To me, a Sicilian woman, the horizon is made up of a sea line.

Schooling?

After graduating from high school I began to study political science at university. I completed the course and prepared my graduation thesis but I did not see it through so it was as if I had dropped out at the last moment to take advantage of an unexpected and rare opportunity which meant travelling around the world getting experience in learning how to cook which to me was a great passion. So I postponed graduating from university for a year: Today I am very happy of the choice I had made at that time.

Which are your earliest memories related to cooking?

Well initially they're family connected, they're linked to my grandmother who was in the habit of preparing slices of bread with a sprinkling of olive oil and a pinch of sugar as an afternoon snack, and of my mother who could harness together speed and efficiency with enviable results. But also several recollections of the families I grew up with. For example also a few memories with my friend Anna whose family passed on ancient recipes for three

generations. Those days paved the way to my first hands on and personal experiments made up of pastry and cakes made in the family kitchen which led to cooking and inviting my friends to dinner parties. I've always found this aspect both amusing and stimulating as to how each one of us adapts one's dishes according to mood and lifestyle.

Your first experiences at sea?

I have a vivid recollection of my initial camping experience on a small wooden boat with a tent pulled over the top of the boom and ship's stores packed into a bag containing pasta garlic and oil and cooking over a small camping gas fuelled cob on gimbals in friends' boats with whom I'd spend Sundays. My friend and BRI yacht management team commander in Malta Diego Ruggiero recommended me for a job as chef on board for the same company he'd been working with for years- Even if I always liked the idea, I felt the right moment hadn't arrived yet to start working at sea . This went on until last year when I was looking for a little evasion and a pause and because I am curious I was the one who asked him if the opportunity was still valid. And so I began to work for the yacht management team and I was taken on a90' Benetti sailing yacht called My Lotty for the season in Mediterranean waters offering guests my exclusive recipes.











Preceding experiences as chef?

My preceding experiences in the kitchen are from restaurants and catering services I was involved with not only as chef but as organiser as well.

Which are the main features of the kitchen you're currently working in today?

There's a porthole overlooking the sea, no in fact they're two and they never fail to give me amazing views of the surroundings. I think that chopping up zucchini with Stromboli erupting as backdrop is real luxury. The same goes for deep red sunsets or simply the noise of water splashing up against the sides. Everything gets a little extreme at sea sometimes especially on sailing yachts. It is like getting to the essence of things leaving little room for superfluous ones which can be of a practical nature or a mental one or even both. Nevertheless reality is that which is on and inside the boat. The crew becomes your society and family and time is perceived as being the spaces that separate sun rise from sun set while nature is pervasive and manages to capture and involve you one way or another. And all of this inevitably conditions what and how you cook the dishes you had in mind.

Perfect recipe?

Right now I'm experimenting several ways of smoking food and where possible cooking slow at low temperatures. Foodstuffs I thought I knew their tastes well are capable of releasing pleasant unprecedented tastes by just varying some cooking processes. As I have no perfect recipe as such, but they supposedly are all those that allow me to amuse myself or learning while the dishes are taking their final shape.

What is it that you prefer cooking and with which basic ingredients?

Surely fish: I like to scout around for fresh high quality fish I find ashore which is typical of the Mediterranean and so far as variety is concerned 'mare nostrum' has never let us down. I like to look into fishes' anatomy which I take back on board with me. Maybe I'll take a few pics of my findings before gutting them and prepare them for cooking. Furthermore I like to choose the delicacy of

the flesh ashore. In my opinion fish requires being cooked for a handful of minutes alone depending on weight, texture of the meat and heat from the oven. A correct uniform blend will give back all of the marine flavour and taste. A saying from the place I come from claims that''....fish possesses 24 tastes and with every passing hour from its catch time you lose one...!'' Furthermore Palermo is a multi ethnic town and I happen to live next to one of the most folkloristic and lively markets where next to stalls and typical shops you'll find African and Asian people selling their vegetables and spices I allow spices

and vegetables to tempt me. I also allow myself and why not, to take a deep breath while trying to get inspired and inspire by getting to integrate them into recipes with loads of traditional tastes.. I also use a great deal of vegetables. Seasonal fruit is also very popular and I love to use it more traditionally since I also like to mix and blend it with salty dishes.

Do you prefer the cuisine dedicated to the owner or the one dedicated to charter parties?

My owner is really an exquisite person but his tastes entail several limitations. To me the challenge is to astonish him every time without having to do without a variety of tastes in the real sense. Instead during Charters you might find any sort of paying guest from the one who authorizes you to perform as you please since he is curious and enthusiastic about letting himself be astonished and be guided through a gourmet course which follows up on a diet laden with restrictions or to the person who normally eats the same things and has little curiosity for food. All of this makes my work more dynamic and varied while giving me the opportunity of making several diverse requests without renouncing to use a personal and original touch.

Your worse experience as chef?

I believe resilience is a necessary quality in any kitchen. The beautiful side of food is that it can be transformed accordingly and that a recipe can become something else as you go along. Naturally you can't always substitute or transform recipes when something goes wrong as once happened to me. I'd prepared a pumpkin soup for 20 and given prohibitive temperatures during a hot summer's day in August, it went off in record time no sooner had I taken it out of the fridge. Didn't even get time enough to have it served...

Differences between preparing dishes on board and in a land placed restaurant?

When cruising you buy what you can find ashore and more so when visiting small islands. Should you have an idea of what you wish to prepare in the next few days it is worth considering you may have to modify it and re adapt it accordingly with what you find while shopping ashore. Moreover on board there is no fixed menu to offer, which allows you to vary more and makes the chef's role more stimulating than cooking on land. But perhaps the main difference is that as far as crew is concerned it virtually becomes a team, but you work alone on a yacht and there is no team to collaborate with. Everything is up to you from the moment you've imagined a dish to the container you want to have it served in at table. That is probably why I have been showing future chefs on board how to move around luxury yachts' galleys for the past three years, during which I have also been training crews of the yachts we manage during "BRI Crew Training" courses.





LAUNCHES AGAIN



Benetti is currently continuing to launch new yachts. Between January and February this yard has launched four units. The first to hit the water was the first Diamond 145 on January 28th . With all of its 44 metres this yacht is the Class category's flagship. Diamond 145 was sold in collaboration with

Domeyachts brokerage firm and Doc Yacht Services. This GRP yacht has a gross tonnage of 456 GT and an enviable range of 3,800 nautical miles at 11 knots. The exterior design work was carried out by Giorgio M. Cassetta while the interiors were drawn up by his Interior Style Department which





handled the interior decor as well.

"This historic launch slip has contributed in making Benetti shipyards the keepers of a great tradition. We have realised hundreds of launches, but today the revolutionary elements comprised in the Class category flagship will lead Benetti to renewed success. This launch slip is a real launch pad on which all our technologic capacity and desire to continue seems to pose a technologic challenge which points straight at continuity", said group Azimut/Benetti president Paolo Vitelli." Diamond 145 is the result of a project which aims to improve your stay on board not only for the owner and guests but also all of the crew's. The size of the yacht allowed to develop the yacht through mighty ergonomics which ensure majestic traits while enveloping very modern details together, with such a powerful stylistic development that shows great respect for the idea of a timeless looking yacht" added Giorgio M. Casetta.

Instead in February in the historical shipyards in Viareggio just two days after the previous launching the sixth model of the Delfino 95 and the fourteenth of the Classic Supreme 132 hit the water. The first is a contemporary 29 metre long yacht with a beam of seven made up of composites with the exteriors drawn up by Giorgio M. Cassetta which belongs to a

Cypriot. There are four decks all told, with five guest cabins and a range of 2,320 sea miles at 10 knots.

The second is a displacing 40 metre model designed in collaboration with Stefano Righini and François Zuretti for a German buyer. "I have really appreciated the passion and dedication lavished by Benetti in every moment of this yacht's construction" declared the owner during the ceremony. Happy me for this is the yacht's name sports five cabins and a range of 3,200 nautical miles at 11 knots.

A few days later Leghorn's shipyard served as backdrop to the launching of FB273 a custom build of 70 metres in steel and aluminium alloy designed by the shipyard in collaboration with the owner for the exterior lines and by Laura Pomponi who drew up the interiors. This yachts sports six decks and boasts a futuristic stern with two lateral and opening gates by which to enlarge the stern beach club area and a swimming pool. Among other features there's touch and go helipad and a Jacuzzi situated on the sky deck. Fb273 can reach a top speed of 17 knots and has an impressive range of 5,000 nautical miles.

For further information: www.benettiyachts.it info@benettiyachts.it

THE FIRST AMELS OF THE YEAR



HITS THE WATER

Amels's 62.5 metre, the 206 from the Limited Editions line hit the water on February 18th. This is the shipyard's first launching of the year which is counting on delivering a further five yachts to its owners in the course of the coming months.

Designer Tim Heywood delivered high impact chromatic exteriors with a grey hull which contrasts with white superstructure. The curved bow water line resembling a sabre joins with the stern platform. Instead the interiors are drawn up by Laura Sessa.

This Amels 206 sports a hefty 1,161 gross tonnes and among its special features there's also a large area up on the sun deck in which to relax next to a Jacuzzi tub and a Teppanyaki grill. "It's a wonderfully built milestone to see her outside," Captain Fraser Gow comments. "Everyone's done an exceptional job, particularly on the finish which you can really appreciate now she's outside. We're all very excited to commence sea trials and commissioning all of her systems ahead of delivery."

Amels's 206 RoFlo method was deployed to launch this Amels which precedes the delivery of a further two superyachts from the Limited Editions line, two Damen SeaXplorer models and one Damen Yacht Support Vessel as well as several refits.

For further information: www.amels-holland.com - info@amels-holland.com



FEBRUARY HEESEN'S

LAUNCHING

MONTH FOR LAUNCHING

Last February Dutch shipyard Heesen launched two 50 metre yachts. The first off the chocks was project Electra, the second hybrid yacht from the 5000 FDHF aluminium class and successor to Home with which Heesen obtained important nominations due to the innovative hybrid diesel-electric engines coupled to a Fast Displacement hull.

Frank Laupman from Omega Architects designed the exteriors of Project Electra to offer guests a choice of four diverse cruising modes: Hybrid, Economic, Cruising and Boost modes. The first one with two 127 kW electric engines propel the yacht to a top speed of nine yachts with noise levels not exceeding 46 dB. Using the second mode Project Electra can cruise at 12 knots thanks to thermal power alone with generator sets switched off and a fuel consumption of only 98 litres an hour. The third mode is traditional with diesels pushing the yacht up to 15 knots while the generator sets are handling 'hotel' requirements. Boost mode consists in having the electric plants assist the thermal engines thus generating power enough for this 50 metre to reach a top speed of 16.3 knots.

Project Triton the next steel built 50 metre readied for launching, was drawn up by Clifford Denn and Reymond Langton and sports a gross tonnage of less than 500 tonnes. It has five guest cabins sleeping ten, an owner suite in the bow along the main deck and a further four situated along the lower deck.

Equipped with a pair of MTU 8V4000M63 engines Project Triton can reach a top speed of 15 knots and can cruise nonstop for 3,800 nautical miles at 12 knots. Per further information: www.heesenyachts.com





LINX YACHTS

LAUNCHING

ROE SHADOW



"Roe Shadow", is the second unit from the YXT 24 Evolution series. It was launched at the Lynx Yachts shipyards in Nijkerk on March 12th. The launching wasn't accompanied by the usual and typical celebration. Filippo Rossi Sales & Marketing manager at the shipyard in fact declared that: "Due to the latest events and uncertainties we're currently enduring we have decided to postpone such important celebrations for both the owner and the shipyard with all of the staff and friends to better times".

The hull project by Diana Yacht Design and Bern Weel design where Roe Shadow has everything of a Lynx Yachts support vessel. The main deck boasts a surface area of 75 square metres dedicated to the yacht's tenders, a beach club 9.8 metre Pascoe lander and two Sea Doo GTR 230

models which are handled by an HS-Marine crane. Once the toys have hit the water the deck doubles as a multifunction relax area completed by a 100" screen.

The interior layout by Darnet Design comprises accommodation for 4 crew, comfortable technical cabins and a wheel house with a 360° view to keep an eye out while cruising on the water toys and gear loaded on board. Towards the stern there's another large space to hang wet dive suits from, kite sails, oilies, water proofs and more. There's also additional space for surf boards, SUPs and inflatable gear.

For further information: Lynx Yachts; Bellstraat I-A, 3861 Nijkerk, The Netherlands; tel. +31 20 5708923; www.lynxyachts.com – info@lynxyachts.com

ROSSINAVI'S LEL

LAUNCHING

HITS THE WATER

Rossinavi's LEL 50 metre motor yacht hit the water after two years on January 31st . This is the first model resulting from the agreement between Rossinavi and Luca Dini Design & Architecture Studio. LEL is built in aluminium alloy with harmonic design work that well blends into the sporty shapes typical of Italian styling which also require plenty of interior volumes. "The owner's main request was to emphasize the open spaces to make the most of the open air and water, and I believe I achieved the objective because LEL is like an actual terrace overlooking the sea, un pied dans l'eau, where nature meets technology", said Luca Dini. Consequently the yacht offers loads of exterior spaces in which to relax without losing contact with the surroundings. Starting with the stern area there's a stern platform and two sides opening outwards to unveil an enormous beach club. The tender's hangar is also situated there. It can be isolated and separated from the shared areas thanks to an automated door. The dining area normally situated along the upper deck outside can double as a private well protected area thanks to a removable porch which given the presence of AC/DC plants and more can be used in winter as well.

The sun deck the last one outside, has plenty of room in which to relax in the sun in any warm day of the year and a Jacuzzi tub.

Elegant and contemporary styled interiors sporting an owner suite along the main deck and four guest cabins situated along the lower deck, complete the picture.

For further information: Rossinavi; Via Marina di Levante 4B; 55049 Viareggio (LU); tel. +39 0584 384227, fax +39 0584 385 I I4; www.rossinavi.it – info@rossinavi.it



ROYAL HUISMAN

LAUNCHING

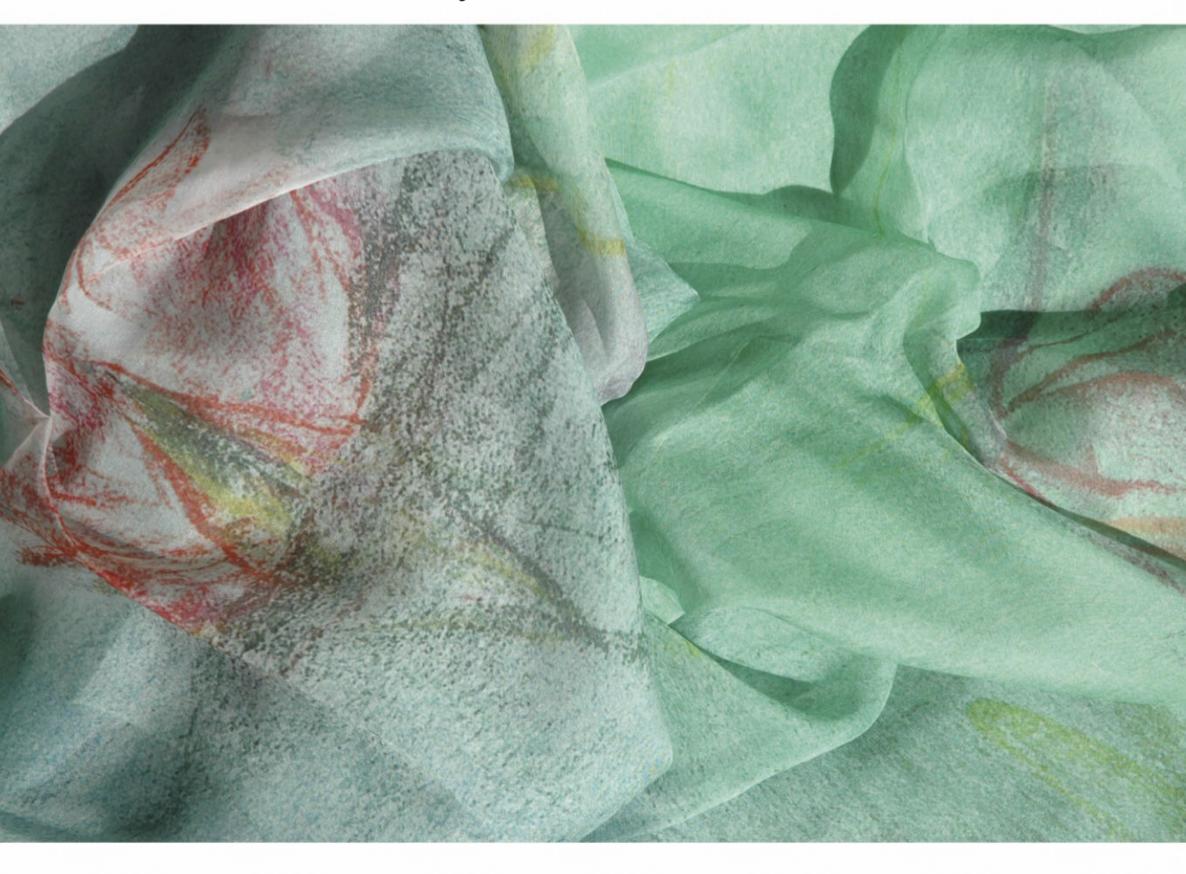
SEA EAGLE II

Sea Eagle II left Royal Huisman shipyards in Volenhove towards the end of last January to reach the ones near Amsterdam to be finally rigged with Rondal Panamax carbon fibre spars. Sea Eagle II is the end result of teamwork involving Dykstra Naval Architects and Mark Whiteley. She's an 81 metre schooner rigged sailing superyacht with accommodation for a maximum of eleven visiting guests and 14 crew. This aluminium alloy schooner was built for an owner who had commissioned a 43 metre Sea Eagle also launched by Royal Huisman in 2015. This sailing yacht is the largest aluminium alloy built one in the world.





Sinfonia in verde



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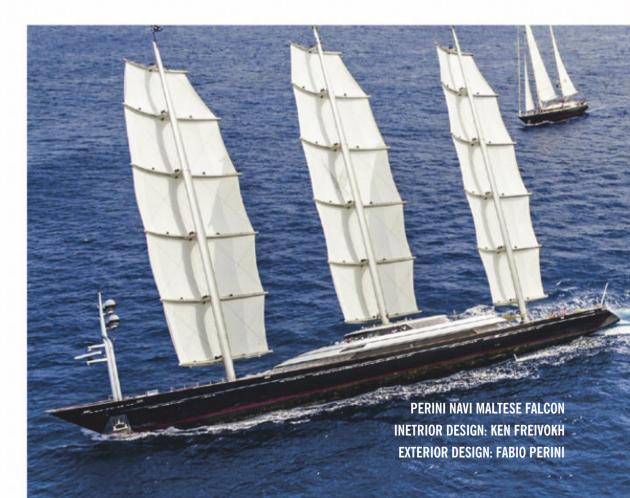
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TERENCE DISDALE DESIGN

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TONY CASTRO DESIGN

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www.tonycastroyachts.com - designoffice@tonycastroyachts.com

TOO DESIGN - MARCO CASALI

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TRIPP DESIGN

144 Water Street – 06854 Norwalk – Connecticut – USA - tel. + 1 203 8382215 - www.trippdesign.net - yachts@trippdesign.net

TUFAN AND BROTHERS YACHTING CO.

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UNIQUE YACHT DESIGN

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www.uniqueyachtdesign.com - info@uyd.com.tr

VAN GEEST DESIGN

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www.vangeestdesign.com - info@vangeestdesign.com

VAN OOSSANEN NAVAL ARCHITECTS

Nude 46 – 6702 DM Wageningen – The Netherlands – tel. +3 | 03 | 7 45 | 573 - www.oossanen.nl – info@oossanen.nl

VALERIO ROMONDIA

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VATON DESIGN

9 bis, rue Protis — I 3007 Marseille — France - tel. +33 (0)49 I 540000 vaton-design.com — info@vatondesign.fr

VERME & PARTNERS

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VINCENT LEBAILLY YACHT DESIGN

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VPLP DESIGN

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VRIPACK

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VYD

Piazza Silvio Benco 4 – 34 | 24 Trieste – Italy – tel. +39 040 9776942 www.vydstudio.com

WALTER FRANCHINI ARCHITETTO

Via Lucania 13 – 00187 Roma - Italy www.walterfranchini.it – walter.franchini@walterfranchini.it

WARWICK YACHT DESIGN

139 Kowhai Rd – Mairangi Bay – Auckland 0630 - New Zealand – tel. +64 9 4109620 - www.warwickyachts.com - wyd@wyd.co.nz

WERNER YACHT DESIGN

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WETZELS BROWN PARTNERS

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YANKEE DELTA STUDIO

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ZERBINATI DESIGN

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www.zerbinatidesign.com - info@zerbinatidesign.com

ZUCCON INTERNATIONAL PROJECT

Via Carlo Poma, 2 – 00195 Roma – Italy – tel. +39 06 3701571 www.zucconinternationalproject.com info@zucconinternationalproject.com

ZURETTI INTERIOR DESIGNERS

Palais Marie-Christine, 20 rue de France – BP 81142 - 06003 Nice Cedex I – France – tel. +33 (0)4 93724060 - www.zuretti.com



NOT ONLY YACHTS FOR

TANKOA – Tankoa Yachts has recently announced the sale of a new S501, the third from this aluminium series designed by Francesco Paszowski. Building (on spec) is now 75% finished.

Giuseppe Mazza Sales Manager at Tankoa explained: "This sale confirms the success of both the dynamic design of Paszkowski's studio work and the efficiency of our technical platform. The decision to start building on spec was based on Vertige's extraordinary success in the chartering field and on the almost immediate sale of her hybrid-powered sistership Bintador'sold with the assistance of Fernando Nicholson from Camper & Nicholsons. This superyacht's silhouette stands out for its black hull and metallic grey and black superstructure while the interiors will be initialled by Casadio Miami.

Prior to announce the sale of the S501 February last, Tankoa welcomed Vincenzo Poerio as CEO to work alongside the current CEO Euro Contenti.

"It is difficult to stay away from our industry, so I decided to start over in Genoa, the city where I started my career about 38 years ago," says Poerio. "I chose Tankoa because it is a boutique shipyard with a strong focus on customer satisfaction. It is also very ambitious with a skilled, united and passionate team that builds high-quality products. By bringing here my own experience, I'm confident we can grow together to become a point of reference in the superyacht segment." www.tankoa.it

ANOTHER B.NOW FOR

nounced the sale of the third B.Now 50 metre M/Y Project FB603. This yacht is completely customisable with a steel hull and aluminium superstructure built in collaboration with RWD a well known UK design firm. Project FB603 is the result of a year's research work which was facilitated with the assistance of broker Ben Young MBE of SYM Superyacht Management acting for the buyer.





"Benetti and RWD have created a true masterpiece. We were seduced by the yacht's modern, elegant lines, and the ability to completely customise the interior, giving the owners the opportunity to create their own perfect yacht from stem to stern.", said Ben Young MBE of SYM Superyacht Management.

B.Now 50M offers six cabins for twelve guests and a further six cabins for ten crew. The yacht has been scheduled for delivery in 2022 and will be available for select charters in West Mediterranean waters.

For further information www.benettiyachts.it

A COVERED DOCK FOR

LÜRSSEN - German architect Werner Sobek will re-invent Blohm+Voss's Dock 10 as Europe' largest covered floating dock measuring 287 metres which will be integrated into the world-famous Hamburg harbour panorama. The new structure will offer improved occupational health and safety, and help to reduce emissions. As Lürssen is continuing to invest in the modernisation of its Hamburg shipyard, it will be better equipped for confidential projects. "We'll be making significant improvements for our employees' working conditions and plan to be less dependent on the climate. Thanks to the new roof we'll also be reducing acoustic pollution while saving on energy". Said Klaus Borgschulte, Chairman of Blohm+Voss's Supervisory Board. Lürssen's estimated investment to modernise Blohm + Voss's premises is of thirteen million euro. For further information www.lurssen.com

CANTIERE DELLE MARCHE'S SUCCESS -

After having sold the first MGII5 last November just a month later CdM announced the sale of the second unit. "The Asian owner of this MGII5 who is a keen diver and explorer appreciated the high quality and high degree of reliability CdM yachts deliver while always being a step or two ahead in terms of design and in the stylistic elegance dedicated to the shipyard's explorer models that have no











equal in their class for both construction quality and installed plants", Vasco Buonpensiere co-founder and sales & Marketing Manager said.

"The more discerning expert owners are well aware that CdM is capable of offering the best Italian Style and quality construction which doesn't come second to any of the North European shipyards. We've been working hard on many fronts at a time and today we can say we've reached the goal we'd planned ten years ago. I am proud to announce that our commercial success is second to none" said CdM's CEO Bruno Piantini. by way of response. The MG115 explorer was designed by Francesco Paszkowski on a hull by Sergio Cutolo and by his Hydro Tec.

This M/Y is equipped with a pair of 533 KW engines with a range of a little over 5,000 nautical miles and a top speed of 13.5 knots.

For further information: www.cantieredellemarche.it

IMO TIER III FOR CRN - CRN, Cantiere del Gruppo Ferretti has recently obtained IMO Tier certification for its 62 metre steel and aluminium custom built M/Y 137 which is fully compliant to international norms that protect and safeguard the environment accordingly in the areas of its competence. This essentially means that this M/Y with a registered GT equal to 500 is enabled to cruise everywhere and possesses a special keel shape installed after January 1st 2016 which reduces toxic exhaust emissions (NOx) by 70%.

For further information: www.crn-yacht.com

A PRIZE FOR PERINI NAVI

- Perini Navi collected the "Environment and energy" award in the course of the first MDO held in Montecarlo Prize 2019 with its new 25 metre Eco-tender, Just a shade over superyachts' entry level which is built entirely by the yard's in house designer team and is Perini Navi's very first planing model.

"We felt very thrilled, happy and honoured to share your acknowledgement with our owner who spurred us to draw up such a revolutionary project and to everyone else that has contributed in making it possible". commented Edoardo Tabacchi, Perini Navi's Vice President and major share holder"We are proud of this prize because it has been dedicated to the firms that stand out of the chorus line for quality and innovation which in fact best describes Perini Navi's products''.

For further information: www.perininavi.it

FIVE SIRENA 88 SOLD - Sirena Yachts has announced that since their debut at the Cannes Yachting Festival held last September, the yard has sold as many as five units of the flagship model the Sirena 88. Of these five two will be transferred to North America, two in Europe and the last one in Europe to a Russian client who initialled the contract during last Year's boot Düsseldorf held last January.

"The Sirena 88 has become very popular because it clearly offers more exploitable interior volumes in its class. We're talking about a beam of 7.10 metres; well there's nothing that can possibly compare with this beam and length without even mentioning the fact it has an unexpected top speed of 25 knots and an impressive

range of 2,100 nautical miles at 9 knots. Our clients have showed great appreciation for these features. The decor of the interior layouts are customisable as long as they do not interfere with the yachts' technical aspects and will differ from the preceding ones' accordingly Sales Director Ali Onger.

For further information: www.sirenamarine.com

WALLY WINNER OF MDO.MONTECARLO - Wally, is Gruppo Ferretti's Monaco brand name. A brand which went on to win the international designer MDO Montecarlo Prize of its category with the cruiser-racer Wallycento "Tango". "We're honoured to receive this much appreciated recognition which has now become an integral part of Ferretti Group while continuing to be a reference point in terms of innovation and leadership in the design fields and a pioneer in the yachting one. Luca Bassani's very high standards and the vision which inspired Bassani's founding spirit for Wally, are today more actual than ever before. They've brought the brand up to become a global reference point for the whole of the design world"

rector for Wally.

"We've been exercising every kind of effort since inception to produce excellent products featuring non compromising quality and a harmonious design. To us it is therefore very gratifying to have been awarded a prize for the high standards we've always sustained and pursued" added Luca Bassani Wally's founder.

claimed Stefano de Vivo, Managing Di-

For further information: www.wally.com

SANLORENZO A CHAMPI-

ON COMPANY - Sanlorenzo has been included among Italy's one thousand Champion companies that billed between 20 to 50 million euro between 2012 and 2018. Spotted by Pmi's third analysis lead by Centro Studi of Italy-Post for the daily paper Corriere della Sera. The analysis aims to target the best companies which grew relentlessly in the course of these past six years which yielded better than average figures performed in the main sector companies pulling Italy's economy out of the rut it had taken thanks to four production facilities in to La Spezia, Ameglia, Viareggio and Massa. Sanlorenzo shipyard is among the world's main producers





of yachts and superyachts between 24 and 70 metres, It is quoted on Italy's MTA stock exchange market and it has increased billing from 40 million euro in 2004 to 455.9 million in 2019 thanks to the sale of 57 yachts which were sold only in the course of the last year.'Sanlorenzo has a positive track record and constant growth thanks to its uniqueness in the world's luxury yachting market. We've managed to lose nothing during the complexities of the yacht building shipyards even during the 2008-2014 period which represented

the most difficult challenge. In spite of this we managed to come out of that without decreasing billing or having to lay anyone off. Our business model proved effective. We have only one brand and we build to spec for a select and experienced clientele which is not only well acquainted with our products but also with our competitors' ones', said Cavalier Massimo Perotti, Executive Chairman at Sanlorenzo.

For further info:

www.sanlorenzoyacht.com

Superyacht the new website www.superyacht.eu





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